

Eight decades of dedication

**80 YEARS
OF NAVY
AVIATION**



JUST a few weeks before the outbreak of the First World War, the Royal Naval Air Service was formed around a few fragile looking biplanes. Eighty years on, the Fleet Air Arm has been celebrating its anniversary at air stations at home and on operational duty overseas.

And in this special edition of Navy News, the Flag Officer Naval Aviation praises the past and present dedication and professionalism of the FAA's men and women.

In an anniversary message

to them, Rear Admiral Ian Garnett says that technology has changed the nature of flying out of all recognition since a Royal Navy pilot became the first to down a zeppelin and win a VC. However "the achievements in the Falklands and the Gulf prove that the dedication and professionalism have not been lost."

"Despite there having been almost 50 years of so-called peace since the end of World War II, naval aviators have been involved in numerous actions around the world, ranging from the Korean War to the current conflict in the former Yugoslavia.



A Fairey Swordfish, symbol of the Fleet Air Arm's wartime achievements, flies over the Severn Bridge. The aircraft is from the RN Historic Flight — see special feature in our center pages.

Picture: British Aerospace

"Naval aviation continues to be highly versatile, extremely effective and a thoroughly efficient, self-contained force available to deploy practically anywhere in the world without

the need for host nation support ashore.

"I am in no doubt that it will continue to be a crucial element of our Fleet for another 80 years."

● See also FAA milestones, pages 8-9 . . . Air Days record, page 13 . . . Trophy success, page 19.

PATROL COOLS TUNA 'WAR'

AMID CLAIMS and counter-claims by fishermen in the Bay of Biscay, ships of the Royal Navy's Fishery Protection Squadron have been playing a firm yet fair hand to bring calm to a situation which was threatening to escalate into a "tuna war".

Sailor dies after attack

A RATING from the Royal Yacht has died in hospital three days after being beaten unconscious.

RO Perrie Shiels (22) was found slumped in a lane after walking from a nightclub in Marlborough, Wilts. He was put on a life support machine at Princess Margaret Hospital, Swindon, where he died on August 23.

RO Shiels had been spending a night out with a shipmate while on leave. The attack came hours before he was to start a holiday in Spain.

As Navy News was going to press two men were being held in connection with the attack.

The Queen has sent a message of condolence to RO Shiels' family. He was unmarried.

Reported skirmishes between Spanish and British fishing vessels were already being interpreted by the news media as a tuna war by the time the offshore protection vessel HMS Anglesey arrived on the scene.

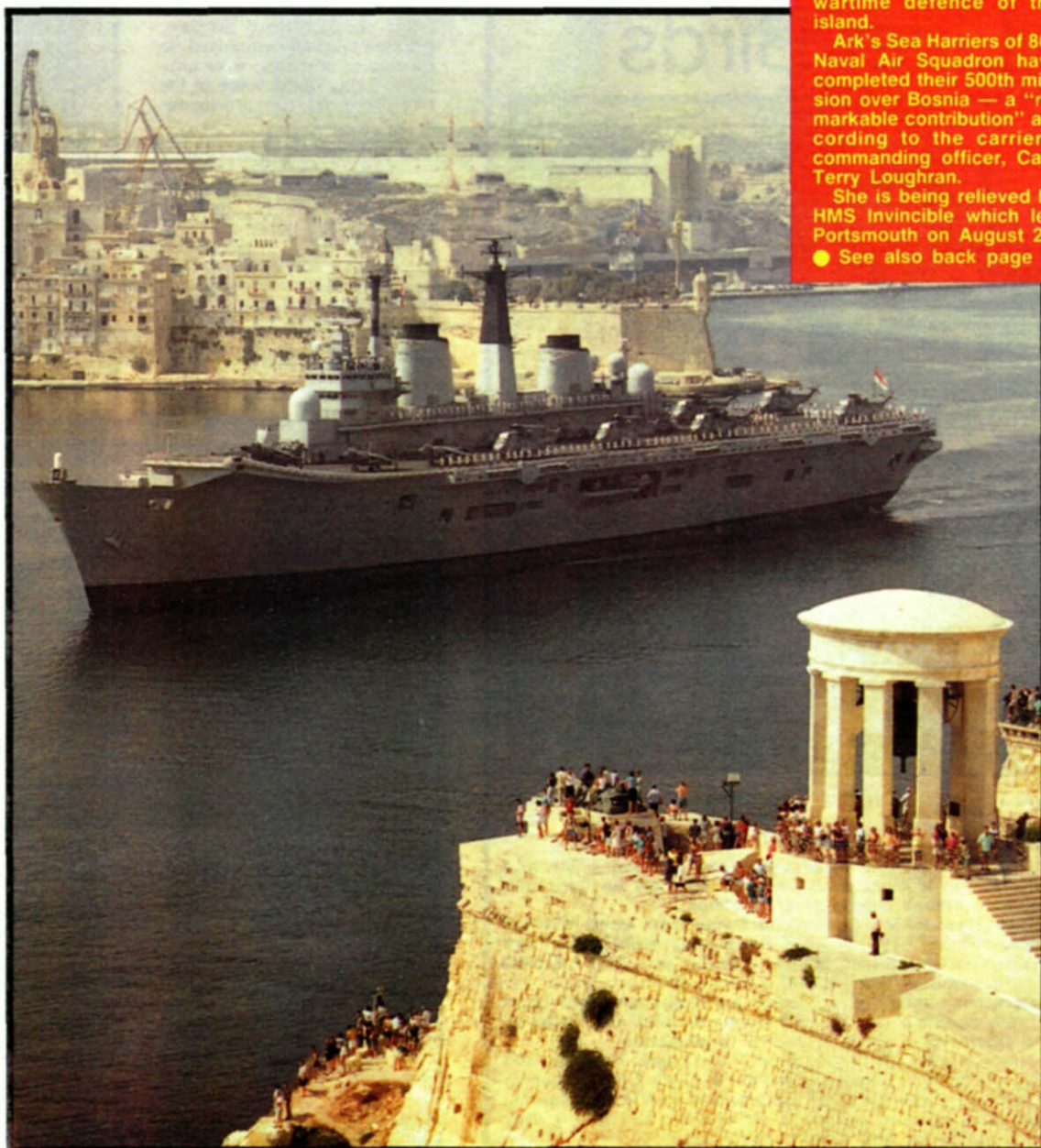
Her immediate concern, under her commanding officer, Lt Cdr Andy Edney, was to thwart any further close-quarters incidents. With the assistance of a Spanish patrol vessel, she managed to restore calm within a day.

Regulations

Having achieved her first role of providing security, she then embarked on her other main duty — to ensure that EC fishing regulations were being obeyed.

While the Spanish fish for tuna with baited lines, the British and others use long drift nets which by EC law must not exceed 2.5 kilometres in length.

● Turn to page 26



Picture: LA(PHOT) Steve Saywell.

Ark's home run

SOON to be homeward bound, HMS Ark Royal passes the Santa Maria Bell as she leaves Malta following a goodwill visit. The bell was inaugurated by the Queen two years ago as a memorial to those who lost their lives in the wartime defence of the island.

Ark's Sea Harriers of 801 Naval Air Squadron have completed their 500th mission over Bosnia — a "remarkable contribution" according to the carrier's commanding officer, Capt Terry Loughran.

She is being relieved by HMS Invincible which left Portsmouth on August 24.

● See also back page



Gangway for the Russians

MEMBERS of the ship's company of the Russian oceanographic survey vessel *Moldavia* line up for a picture as they visit the frigate HMS Norfolk at Devonport.

The *Moldavia* anchored in Plymouth Sound for routine maintenance, supplies and recreation.

The 7,000-ton ship has a male and female complement consisting of 34 Servicemen, 44 cadets and 83 civilians — and besides calling on Norfolk they visited HMS Drake, Britannia Royal Naval College Dartmouth and the Plymouth Gin distillery.

MOSCOW DEBUT FOR RN HELOS

TWO GAZELLE aircraft became the first Royal Navy helicopters to fly into Moscow when a team from 705 Naval Air Squadron took part in the World Helicopter Championships there at the end of August.

The Navy Gazelles, from the basic pilot training unit at RN air station Culdrose, flew the 2,000 miles to

Russia in company with two other Gazelles — one RAF and one Army — which completed the UK's military entry in the competition.

In the past Russian helicopter crews have proved hard to beat at precision flying — while this time the fact that they were on home territory gave them an even greater advantage.

To meet such a tough challenge the Culdrose aircrew, who are normally employed on instructing students, were hoping to bring home some of the trophies from the prestigious event.

● Results in our next edition.

Royal Navy aircrew taking part in the World Helicopter Championships in Moscow — pilots Lts Bob Hubble (standing left) and Graham Strutt; and (kneeling) CPOACMNs Roy Eggleston (left) and Kev Weller.



We'll take on Fleet, say Liver Birds



THESE HMS Liverpool Wrens hope that other ships will see red when they hear that the "Liver Birds" rate themselves the best netball team in the Fleet.

That way there will be enough Wrens on other ships who want to prove them wrong — and so start an inter-ship women's netball challenge competition.

The Liverpool lasses are (clockwise from front) WRO(U) Jackie Smith, AW(R) Julia Rogerson, WMEM(M) Faye McCann, WOM(C) Lisa Myers, WRO(G) Sue Bell, LWWTR Debbie Halliday and WWEM(R) Tanya White.

Between normal duties, Liverpool's Wrens have taken part in many charity events to raise money for KIND (Kids in Need and Distress), a Liverpool-based organisation.

The ship's commanding officer, Capt Laurie Hopkins, told Navy News: "The Liverpool girls are a fully integrated part of the ship's company and we are proud of their achievements. They have adapted quickly to life at sea and I'm sure they are a match for any other in the Fleet."

Picture: LA(PHOT) Bunny Warren

Navy signs up to engineering degree plan

A NEW AGREEMENT with Southampton University will enable Navy-sponsored students to take a three-year Bachelor of Engineering course there.

The RN Engineering Sponsorship scheme was inaugurated at a formal ceremony at the University in August, and the first of up to 35 students per year will start their course next month.

A Memorandum of Understanding was signed at the ceremony by Flag Officer Training and Recruiting and the university's vice chancellor, Sir Gordon Higginson.

At a cost to the Service of £1.6 million, students will read

for mechanical, electronic or aerospace system engineering degrees before joining one of the three RN sub-specialisations of marine, weapon and air engineering.

Aimed at making naval engineering studies more cost effective, university sponsorship replaces the naval cadet entry and first degree study at RN Engineering College Manadon. The new scheme is expected to save £45 million over the next ten years.

Peacock in the land of karaoke

SAKE, Miss Tokyo and a karaoke banquet were among the features of a week-long visit to Japan by the Hong Kong patrol ship HMS Peacock.

First stop was Tokyo where the entire ship's company were guests at a reception on board the Japanese frigate *Ayase*. The Peacock's commanding officer, Lt Cdr Sean Steeds, was invited to join the British Charge d'Affairs and a Japanese admiral in ceremonially smashing the top of a barrel of sake, after which the combined ships' companies partook.

Volcano

Earlier the ship was greeted on her arrival by the reigning Miss Tokyo, and during the stay visits were made to Tokyo Disneyland and the Imperial Palace gardens.

Next stop was Kagoshima at the foot of an active volcano. There Peacock stayed for just over three days, during which the ship's officers and senior rates were invited to a banquet followed by a karaoke performance by the senior rates.

Between visits exercises were conducted with host warships, including exchanges of personnel.

... AS CULDROSE GETS ALL FIRED UP



YOU MAY be forgiven for wondering why the commanding officer of RNAS Culdrose is smiling while the air station apparently is consumed in flames behind him.

In fact, Capt Peter Fish had no reason to lose his cool, however hot the fire. Everything was going to plan as, with flare, he officially opened Culdrose's new fire simulators.

Commissioned by the Naval Air Command Fire School, the three structures represent a wide-bodied airliner, a Merlin helicopter and a Sea Harrier. The simulators burn contaminated aviation fuel under extreme pressure to give a very hot, controllable flame which gives off a fraction of the smoke normally associated with aircraft fire training.

The structures are at Predannack, Culdrose's satellite airfield on the Lizard.

As the Fleet Air Arm are leading the way in hot-fire simulators, the facility will also be available to civilian fire crews for training in the highly specialised field.

Picture: LA(PHOT) Eric Kennelly

Lancaster's front line firsts

NOW nearing the end of her West Indies Guardship deployment, the first front line tasking for a Type 23 frigate, HMS Lancaster also became the first to pass through the Panama Canal.

Transit through to the Pacific came after successful firings of her major weapon systems on the

Atlantic Fleet Weapons Range off Roosevelt Roads — including the 50th surface fired Harpoon missile, delivered to a target 50 miles away.

In between came another visit to Belize where the ship was visited by members of the Belize government and carried out Naval Gun Fire Support on the Seven Hills Range. Over 200 4.5in. shells were fired without a single misfire.

After fuelling in Panama City, the Lancaster also became the first RN warship to visit the naval base of Bahia Malaga set in the middle of dense jungle on the west coast of Columbia.

Then it was off to the west coast of the USA, to San Diego for Joint Fleet Trials with the USN and to Los Angeles, where at Long Beach Naval Station the ship entertained parties of youngsters from the city's rough South Central district on visits arranged by the British Consulate and the Los Angeles FBI office.

Next stop on the itinerary — Victoria, for the Commonwealth Games.

Racing blue

GOODWOOD Racecourse is holding a 'City of Portsmouth' meeting on October 1 — with the RN sponsoring the second race.

Flag Officer Portsmouth Rear Admiral Neil Rankin will present prizes to the winning owner, trainer and jockey. First race begins at 2.15p.m.



SWEET CHARITY

WEM Wendy Crawford hands out sweets to Indian children at St Cuthbert's Mission, 30 miles south of Georgetown, Guyana. A team from HMS Fearless led by Lt Cdr Steve Woodall, RAN, helped complete a school there and mended a wind pump for the water supply. Fearless returned to Portsmouth last month after a two-month deployment.

Photo: LWREN(Phot) Anne Keir

Malabar museum pieces wanted

HMS Malabar, the RN base at Bermuda which is to close on March 31 next year, is to be remembered in a permanent exhibition at Commissioners House.

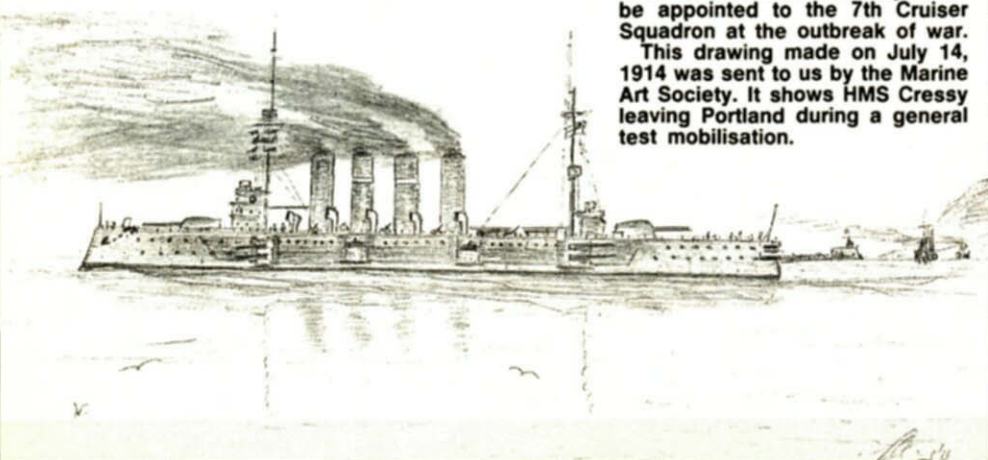
An appeal for \$250,000 has been launched by the Bermuda Maritime Museum and anyone wishing to donate cash or artefacts, photographs and memorabilia should contact the Director, Dr Edward Harris at the museum, PO Box MA 273, Mangrove Bay MA BX, Bermuda.

There will also be a commissioning book featuring all seven HMS Malabars — the current establishment on Ireland Island has been supporting visiting warships of all nationalities since 1965 — for which material may be sent to the Commanding Officer, HMS Malabar, BFPO 162.

A dinner dance will be held on December 16, for which further details may also be obtained by post.

Triple blow

EIGHTY years ago this month, on September 22, 1914, the cruisers HMS Aboukir, Cressy and Hogue were torpedoed and sunk by the German submarine U-9 off the Maas light vessel. 1,400 men were lost, including many youngsters from Blake and Grenville Terms at Dartmouth, whose courses had been foreshortened so they could be appointed to the 7th Cruiser Squadron at the outbreak of war. This drawing made on July 14, 1914 was sent to us by the Marine Art Society. It shows HMS Cressy leaving Portland during a general test mobilisation.



Diego double

HM Submarines Splendid and Unicorn called in for maintenance at Diego Garcia, the British Indian Ocean Territories base.

Jacket stops a bullet in Bosnia

A BULLET-PROOF jacket saved a Royal Navy aircrewman from injury when a Bosnian sniper's bullet entered a Sea King helicopter of 845 Naval Air Squadron.

The aircraft was at Sarajevo Airport to pick up senior officers of the UN when the bullet entered through the open door and ricocheted to strike the aircrewman harmlessly.

The helicopter continued with its task.

● Top trophy for 845 NAS — page 19.

Cat cleans up her act

ALL those served in the submarine HMS Ocelot, now being restored at Chatham, will be invited to a reunion when the boat is opened to the public next year.

Work on the last warship to be built at Chatham is being carried out by former members of the Thames RNXS who created the Historic Dockyard Volunteer Service earlier this year.

Ocelot Project Leader David Townsend is looking for photographs, newsletters and other memorabilia for an associated exhibition.

Write to him at the Chatham Historic Dockyard Volunteer Service, Chatham Historic Dockyard, Chatham ME4 4TE or telephone 01795 521408 if you want to enter a database of former crew.



● "Snoopy", HMS Ocelot's one-time mascot, photographed on a visit in 1970.



When the chit hits the fan

ONE OF THE less well known sections of Naval Drafting Division is that of the War Drafting Control Office (WDCO). Formerly the Mobilisation Office, it is a unique organisation and is responsible for controlling the allocation of RN active service and ex-regular reserve rating manpower to crisis and war billets.

It is also the administration centre for all RN and RM ex-regular reserve ratings and other ranks of the Royal Fleet Reserve and the Pensioner Reserve.

Not surprisingly, few active service personnel have occasion to be involved with the WDCO section in peacetime. Everyone tends to be busy with their peacetime tasks and seldom, if ever, do they have occasion to give thought to what would happen to them in a war or crisis.

However, you will not be sur-

prised to learn that a great deal of detailed planning goes on behind the scenes in WDCO to establish accurate personnel matches of square pegs to square holes in the event of a crisis or war.

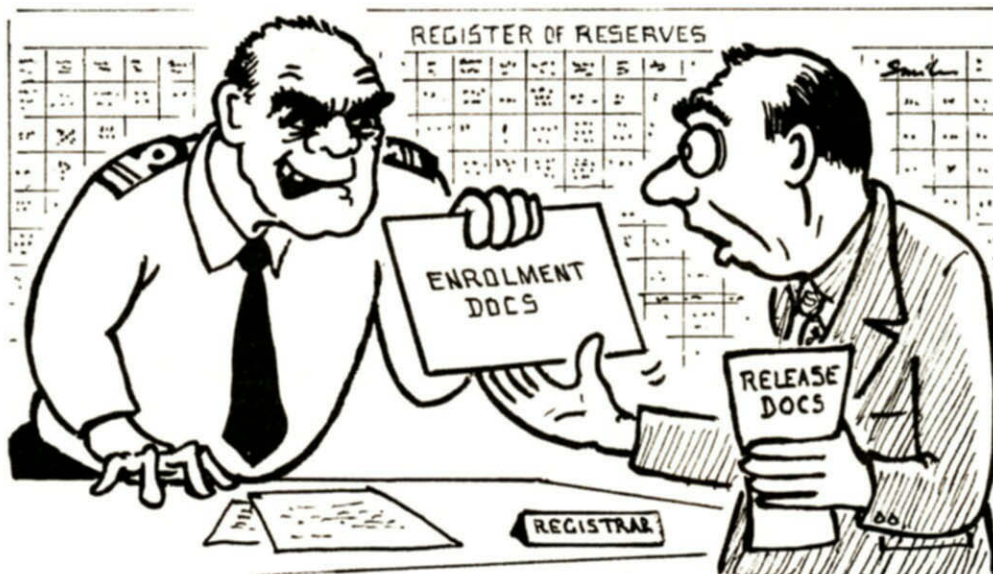
Dual drafts

War billets which, because of the need for some pre-training or special qualification, need suitable active service manpower pre-matched to them in peacetime, are termed dual drafts.

There are nearly 400 of them and the WDCO endeavours to pre-match manpower to them on a continual basis.

From a manpower control point of view, the Navy ashore comes under manpower control establishments which are, in the main, the larger shore establishments.

It is the manpower allocation control centres of these units with which in peacetime the WDCO liaises regularly concerning allocation of manpower for dual drafts. If you are a dual draftee you should already be aware of it through your MACC. No news is good news.



Reserves

The ex-regular reserves are made up of the Royal Fleet Reserve (RFR) and the Pensioner Reserve and should not be confused with the Volunteer Reserves — the Royal Naval Reserve (RNR) — administered by Director Reserves in Portsmouth Naval Base.

Those men leaving the Navy with less than 22 years' service, normally have a three-year liability for RFR service, while those leaving with pension have liability up to the age of 55.

Personnel who leave on redundancy terms are not exempt from reserve liability. Reservists who are in a civilian reserved occupation such as, for example, the Merchant Navy, the Prison Service or the Police, are exempt from call-out.

At present neither females nor QARNNS ratings are eligible for reserve service because

of the current legislation regarding reserve liability, however in this age of sea service and equal opportunity the introduction of reserve liability for women is likely to be included in the new Reserve Forces Act 1995.

Currently there are 4,250 Royal Fleet Reservists (650 of them Royal Marines), and 13,400 Pensioner Reservists (1,200 of them RM).

When a male RN rating or RM other rank is released from active service and is eligible for reserve liability, he is enrolled by the Registrar of Reserves in Centurion Building and sent enrolment documents.

Reservists are required to maintain a basic scale of kit, and members of the RFR — with RN pensioners in their first three years of reserve service — are contacted annually to update personal details.

At Centurion Building, administration of the ex-regular reserves is carried out by a small group of Civil Service

personnel on the Registrar of Reserves' staff who also maintain a fair amount of personal contact with reservists in the course of their work, either by letter or phone.

Finally, the Reservist is informed when his period of reserve liability eventually ends.

Dormant drafts

Reservists are pre-matched to war jobs as far as practicable, and these are called dormant drafts, of which there are more than 3,000.

It is not necessary for individual reservists to be aware that they have or have not been allocated a particular dormant draft, nor what it may be.

What it does mean is that pre-planning some drafts avoids the need for Drafty to have to allocate all these drafts at one time if a threat or crisis were suddenly to arise.

Shake-up in rapid response system

IN THE wake of Options for Change, much work has taken place to re-shape the Royal Navy — but all the dust has not yet settled.

Planning is still progressing to introduce a manning system to react to an out-of-area crisis which might require rapid response from our active service and would probably involve reserve forces.

Operation Granby in the Middle East demonstrated the need for a manpower plan to react rapidly to a developing crisis.

The structure of our reserve forces, including WRNS Reservists, and the legislation for calling them out in an emergency is also under review and a new Reserve Forces Act is planned for later next year.

In June last year the Secretary of State for Defence announced the Government's intention to make the roles of the Reserves more relevant to today's needs, and said that Reserves should be deployed more widely in operational roles in peacetime.

UN ops

As part of that plan, the Ministry of Defence is preparing to update the Reserve Forces Act 1980 to allow the call-out or recall of Reserves for Service operations in peacetime — for example, UN peacekeeping operations.

Any new provision would apply as of right only to ex-regulars who had joined the RN after the new Act was passed, and to volunteer Reserves joining or re-engaging after that date.

MOD is developing proposals to accompany some of the new powers with compensation schemes for employers and individuals whose military salary is less than their civilian earnings.

Consultation with Industry and Reserve organisations continues on these ideas. It is also intended that, on an entirely voluntary non call-out basis, Reservists should in future be allowed to serve with the armed forces either fully or part-time. This would be normal employment like any other as agreed between MOD and individual Reservists.

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THE TEAM

WDCO team with extension numbers:

War Drafting Control Officer (WDCO) and Registrar of Reserves
Assistant WDCO

Office Writer

Reserves administration:

RN Pensioners
RN RFR (A-K)
RN RFR (L-Z)
RN RFR Annual Reporting
RM RFR/Pensioners

Lt Cdr Nigel Parry (2384)
POWTR Martin Williams
(tbrb POWTR Trevor Jackson from October) (2185)
WWTR Kim Wood (2485)

Mrs Grace Clark (2046)
Mrs Ruth Lowdon (2253)
Mrs Debbie Watts (2199)
Mrs Mary Richardsen (2252)
Mrs Sharon Crossland (2513)



● HMS Smiter, speeds to the rescue of a cabin cruiser, pictured (right) after being brought alongside.

Students to the rescue!

HMS Smiter's 20-knot capability was called into action when she responded to a distress call from a helpless cabin cruiser.

The stricken, 23ft vessel Sea Eagle, with two people on board, had suffered a battery and engine failure and was drifting across Brodick Bay off the Isle of Arran.

Her occupants only just managed to get the distress call out before their radio died.

Smiter — Glasgow and Strathclyde Universities RN Unit — had students embarked and was returning to Greenock after a six-week summer deployment to Holland, Belgium, France and the Channel Islands.

Under the eye of Smiter's crew and commanding officer, Lt Cdr Nick Mayhew, the students practiced their seamanship and navigational skills to bring Sea Eagle alongside and deliver her safely into Brodick harbour.



NON-STOP COVENTRY

WITH a five-and-a-half month deployment already under her belt this year, HMS Coventry is now preparing to redeploy to the Adriatic in early November.

High profile visits and visitors have been the norm for the Batch 2 Type 22 frigate this year; she has welcomed Defence Secretary Malcolm Rifkind, Joint Commander of the UK Land Forces (General Sir John Wilsey), Commander UK Task Group (Rear Admiral Mike Gretton), Flag Officer Surface Flotilla (Vice Admiral Michael Boyce) and Commander-in-Chief Fleet (Admiral Sir Hugo White).

En-route home to the UK in early June, the ship called in to Lisbon to take part in the celebrations marking the 600th anniversary of the birth of Prince Henry the Navigator. The climax was a 27-ship steam past in the River Tagus.

Crowds also turned out to see HMS Coventry in Den Helder for Vloeddagen, Dutch Navy Days. She attracted over 13,500 guests and proved the most popular ship on display.

Stretched

HMS Coventry's sister-ships, all "stretched" 22s (HM ships Boxer, Beaver, Brave, London and Sheffield) form with her the First Frigate Squadron. Coventry's CO, Capt Chris Stanford, is also Captain F1.

The ship's primary role is anti-submarine warfare, but she is also well-equipped for self-defence and for attacking targets on or above the surface. Her ASW capability is both

active and passive. She is equipped with a 2031Z towed array for long range passive sonar and the much-acclaimed, shorter range 2016 active sonar for detecting and classifying submarines.



For prosecution, two ship-mounted triple-barrelled torpedo tubes are fitted, while the frigate's Lynx helicopter carries its own air-launched homing torpedoes.

Air defence centres on the Seawolf missile system, designed for short-range anti-aircraft and anti-missile threats. It consists of two six-barrelled launchers, together with fire-control radars sited forward and aft. Coventry also has two 30mm twin-barrelled and two 20mm single-barrelled gun systems for close-range defence.

Surface threats are dealt with by the ship's four Exocet surface-to-surface missiles. Mounted on the fore'sle, these provide an efficient, medium-range capability. Against small, nearby ships the 30mm and

20mm guns can be used.

The ship's communications facilities and sensors are part of an integrated command system which feeds a centralised computer system. Information from the radars, sonars and other sensors is rapidly and clearly displayed in the Operations Room, allowing the Command to evaluate and counter any threats to the ship.

Embarked

At present a single Lynx is embarked, but Coventry is capable of carrying two Lynx helicopters, a single Sea King or one of the new Merlin EH101 helicopters.

As well as being powerfully armed — with Stingray torpedoes, depth charges and Sea Skua air-to-surface guided missiles — the helo adds a useful search and rescue capability.

The Type 22 is typical of the latest warships, with marine gas turbine engines for propulsion. Two Rolls-Royce Olympus engines provide full power (25,000shp each) and two Rolls-Royce Tyne engines for cruising (5,000shp each) drive through gearboxes on to twin shafts, fitted with controllable-pitch propellers.

Coventry is highly manoeuvrable, having twin rudders, and is capable of speeds up to 30 knots. Four 1MW Paxman diesel generators provide electrical power for all the ship's needs, and large quantities of fuel, spares and stores are carried to enable the ship to be self-sufficient at sea for long periods.



HMS Coventry has just over a year to run before going into refit. During this period she will spend seven-and-a-half months in the Adriatic.

Lost in Falklands

FALKLAND Islands 1982 is the most recent of HMS Coventry's ten battle honours. By May 24 that year she had, with her own missiles or by radar control, destroyed 12 enemy aircraft.

The following day she was again subject to heavy attacks, during which she destroyed three aircraft with Sea Dart missiles. Four more appeared, three were hit, one survived and three of its bombs struck.

Abandoned

In seconds HMS Coventry was on fire, flooding and listing rapidly. She was abandoned with the loss of 19 men — but not before two of her ship's company had crawled in darkness and toxic fumes to check for anyone alive. They found one man unconscious and brought him to safety.

That previous bearer of the name Coventry was a Type 42 destroyer. She had entered service early in 1979.

Completed in 1918, the fourth HMS Coventry was a cruiser. She was converted into

an anti-aircraft cruiser just before the Second World War and served with the Home Fleet 1939-40.

She then joined the desperate fighting in the Mediterranean and continued to serve with distinction until September 14, 1942, when she was bombed and sunk off Tobruk.

The first three HM ships Coventry were the Spanish ship San Miguel captured in 1658 and renamed, a fourth-rate ship of the line launched in 1695 and a frigate launched in 1757.

Battle honours

Quiberon 1759, Trincomalee 1782, Spartivento 1940, Atlantic 1940, Norway 1940, Greece 1941, Crete 1941, Libya 1941, Mediterranean 1941, Falkland Islands 1982.

HER CUP RUNNETH OVER



FLAG Officer Plymouth, Vice Admiral Sir Roy Newman, congratulates the CO of HMS Coventry, Capt Chris Stanford, on the array of silverware won by the frigate.

Coventry proudly took delivery of the Marconi-sponsored Anti-Submarine Warfare Trophy, for her work in the Gulf, the Seawolf Trophy and the Emperor of India Bowl, for achieving the highest standard in the Exocet non-firing assessments.

The Seawolf shield was presented to the ship belatedly by British Aerospace in recognition of her winning the BAe Trophy in 1992/93. This trophy is presented annually to the ship achieving the best operational record with the Seawolf.

Facts & figures

PENNANT no: F98. Builder: Swan Hunter, Wallsend. Laid down: March 29, 1984. Launched: April 8, 1986. Accepted: July 1, 1988. Displacement: 4,969 tons. Length: 148m (135m at waterline). Beam: 14.75m. Height (mainmast): 31.5m. Main machinery: COGOG, 2 x Rolls-Royce Olympus TM3B engines and 2 x Rolls-Royce Tyne 1C cruise engines driving twin shafts and controllable pitch propellers through two non-reversing gearboxes, one on each shaft. Speed: From rest to 30 knots in about 90 seconds. Range: Over 5,000 miles (on Tynes). Ship's company: 275 male/female. Motto: Fortis fert securitatem — *The strong carry safely.*

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Surface Mail Abroad



JACK

BY TUB



Letters

Skimming pebbles

IN the July edition E. Noon of Hull was querying the 'bouncing' of Oerlikon shells off the water.

In 'Arctic Convoys' Richard Woodman writes that on convoy PQ 14 to Russia the Chief Officer of the British oil tanker Hopemount recalled that the convoy was attacked by high-level and dive bombing by Junkers 88s.

Sometimes the bombers flew so low that the escorts used to fire into the sea, hoping that the shock waves and water spouts would disrupt the attacks. — R. Ratcliffe, Blackburn.

I wasn't a gunner, but I remember our Oerlikon gunners bouncing shells into the torpedo bombers on the Russian convoys.

I believe Arthur Oakeshott, the Reuters naval correspondent, or some other naval reporter likened this practice to boys skimming pebbles across a pond — I can't find the cutting, but you are correct, Mr Noon, so you can send your upstart back to the drawing board.

Practice often confounds theory, I have found. — E. J. Tubman, Whitstable.

Algerines thank Jack

Following the announcement of the award of the Naval General Service Medal (Minesweepers 1945-46) I would like through Navy News to thank the founder of the Algerines Association, Jack Williams, for making this possible.

Many of those now eligible to claim may not know that Jack's battle has been part of his life for eight years. Thanks to his patience — very often stretched to the limit — and tenacity the young men of yesterday, now senior citizens, can at last wear the ribbon to match those issued nearly 50 years ago. — N. W. Uphill, Bath.

MAY I reply to the load of ullage written by LWTR J. R. Wright with regard to the Junior Rates' uniform which he says is out of date, looks old-fashioned, fails to command respect, is impracticable, uncomfortable and cold in winter?

I and the majority of my Shipmates in the RNA found our uniforms commanded respect wherever we went — and we had seven creases in our bells, flaps instead of zips, silks which were not sewn to our jumpers which we had to pull on over our heads.

Although the uniform of today has been messed about, the sailors appearing in Navy News still look very smart. The uniform of our Royal Navy is recognised throughout the world and must not be changed to suit the few. — J. L. P. Thomas, Atherton, Manchester.

I must take issue with the LWTR complaining about his uniform in the July issue. If he thinks it is outdated and obsolete, then I must remind him that people like him chose it.

During the 1970s similar complaints were made, so the Navy produced, in my opinion, five hideous sample uniforms. The junior ratings chose the present one with flared trousers — all the rage at the time, of course — so now they are stuck with them.

To be fair, the new uniform did tidy up the silk/collar area. Unfortunately, since junior rat-

ings have been allowed civilian clothes on board, the uniform is stowed away and some have forgotten how to wear it.

Virtually every navy in the world copied the British square rig and even today all the major navies wear similar. The USA did go through the same complaints a few years ago and brought in a collar-and-tie type uniform. It lasted two years before they reverted to normal.

Anyway, the majority of junior ratings wear No 8s (with jumper if required) to work in and not No 2s. The square rig has never been restricting, not even pre-zipped jackets — that is the whole point of it, no high neck or collar and tie.

No, Leading Writer — be proud of your uniform and wear it with pride and do not be envious of the Army or the RAF. They are different and their uniforms were not designed for going to sea.

One last point — just try and stow any other type of uniform

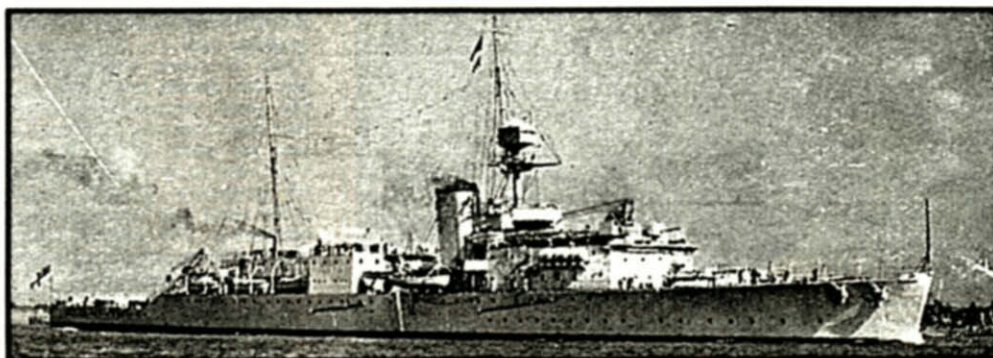
in a messdeck locker on a ship, never mind a submarine! — P. Fitzgerald, Dartmouth.

Small complaint

I WAS appalled to see what seemed to be three out of four of the Standard Bearers pictured in July's Navy News wearing miniature medals.

Surely the Royal Naval Association does not condone such a thing? I have been a Royal British Legion Standard Bearer for 20 years and I was told that only full-size medals are officially worn on parade. — W. F. Larham, Chatteris, Cambs.

The RNA confirms that full-size medals should be worn in these circumstances. — Ed.



Aniseed aversion therapy

IF it is any consolation to W. G. Alder ('Beaten for a few fags', June issue) boys were not the only ones to get beaten.

When I was a midshipman in HMS Warspite I went on a run ashore in Alexandria and swallowed a number of strange drinks, several of them tasting of aniseed.

This so upset my sleep pattern that I was unable to turn out for early PT — and for this I received six of the best from the Sub Lieutenant, who was only about a year older than me.

However, it taught me a good lesson — since then I have never touched Pernod or ouzo. — Lt Cdr M. De Halpert, Petersfield.

I shall be grateful if you will inform me when flogging was stopped in the Royal Navy. I am interested because a young man writing about his grandfather's time in the RN says that his grandfather was 17 when he did his training in HMS Impregnable about 1902 — and

Dirty and dangerous — petals from a Flower

IN THE July edition Major B. V. Wynn-Werninck asks about the mining of the Flower Class corvette HMS Orchis off Courseulles, Normandy.

This was reported at 0830 on August 21, 1944. The starboard side of the bow was blown off to abreast the 4-inch gun and then sank. The corvette was eventually salvaged and because of the serious damage had to be beached as a constructive total loss.

In fact the Naval Historical Branch states that HMS Orchis was torpedoed by U-992.

Fifty of the crew were killed or missing and the 40 or so survivors — of which I was one — were picked up by MLs 150 and 196 and landed in Normandy. The injured later returned to England in the hospital ship St Julian. — G. Dible, Cardiff.

The letter about HMS Orchis brings back memories of one of our mess who got a draft to this ship. He was a very rough, dirty sort of character and not particularly popular — but after D-Day we heard he had been killed and we sympathised and said he wasn't a bad sort of bloke.

But some time later I came into RNB Devonport and there he was, a survivor after all — though at first I was thinking that in the flesh he had been pretty horrible, but his spectre was even worse. — S. A. Lilliman, Kempston, Beds.

Shortly after the Orchis was beached, the ammunition in the RU lockers was declared unstable and liable to blow up in the area of much activity.

HM LCT 652 was assigned to secure alongside, take on board the suspect ammunition and return it to the UK.

I remember Commodore T. McKenzie, the Principal Salvage Officer for Operation Neptune, paid a whirlwind visit to the scene — but I, the First Lieutenant of LCT 652, together with all the ship's com-

pany, was very relieved when the ammunition, which had been securely lashed down on the tank deck, was safely off-loaded at Priddie's Hard.

I hope it is safe to add, at this distance, that we put Orchis's NAAFI float to good use. — E. H. Mayes, Harrow.

Fruits of victory

IN THE aftermath of the D-Day commemorations I was surprised that no mention was made of the Allied Expeditionary Forces Radio Programme with its famous signature tune 'Oranges and Lemons'.

The old nursery rhyme jingle was an inspiration to thousands of Allied fighting personnel and a harbinger of liberation for the peoples of Occupied Europe.

It was first broadcast on June 7, 1944, at 5.55 a.m., the result of a combined operation between the BBC, the Canadian Broadcasting Services and a generous contribution from the USA.

Apart from programmes provided by top flight names in the entertainment world it also featured combat reports from the corps of professional war correspondents, often from the bridges of cruisers, destroyers and merchant ships.

For those of us who remained in the beach area after D-Day — I was a Leading Coder in HMS Royal Ulsterman, the Combined Operations HQ ship — the AEF programme was a constant companion. It only closed down between midnight and 6a.m., then 'Oranges and Lemons' was a more acceptable reveille call when 'Wakey wakey — rise and shine' croaked through a wheezing Tannoy! — L. Whyte, Langside, Glasgow.

Mistaken identity

IN THE May issue H. E. Wallace refers to HMS Valiant visiting Liverpool during the General Strike of 1926.

But this ship was in the Mediterranean at that time. I joined her as a midshipman a few months later. The ship concerned is more likely to have been HMS Vindictive. — Capt G. T. Cooper, Poole.

● Left: the cruiser HMS Vindictive as a training ship in 1937.



Navy News

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Roedean boys go back to school

ONE of the unlikely naval reunion associations has been created — the Roedean Old Boys Association.

Roedean, the top-ranking girls public school near Brighton, was used to train 31,000 naval electrical and torpedo specialists during the Second World War, the girls have been evacu-

ated to Cumbria.

The new association's first meeting was held at the school when 54 "old boys" turned up for a warm welcome, including a reception, lunch and a conducted tour of the premises.

An RNA flag was hoisted, and a Roedean Old Boys' Association plaque was presented to the school's

development director, Bernice Lane, by the general secretary of the Royal Naval Association, Capt Jim Rayner.

The school's arrangements for the visit were made by the bursar, former lieutenant-commander Ian Stranack. The old boys were also invited to nearby Ian Fraser House which, as St Dunstons was part of the naval train-

ing establishment.

As founding member of the ROBA, Sam Morley is inviting membership from anyone who was on a course at Roedean between 1941-45. He asks each old boy to send 50p in stamps, as well as approximate dates at Roedean, to him at 113 The Ridgeway, Cuffley, Herts, EN6 4BG.

Work on diving school begins

BUILDING work has begun on a new, multi-million pound Defence Diving School at Horsea Island, Portsmouth Harbour. The school will combine the RN Diving Training Section and the Royal Engineers Diving Establishment which are currently sited at HMS Nelson (Gunwharf).

Renewal and conversion of existing buildings as well as new construction is due for completion in November next year when units from Gunwharf move in.

The work capitalises on existing diving training facilities on Horsea Island, while the overall scheme has been designed not to infringe the Area of Special Scientific Interest on the south side of the island, and to make minimum impact on the northern skyline of the harbour.

The school will consist of three training wings — Navy, Army and common training; a technical support wing, and an administrative wing. Staff will comprise ten officers, 64 ratings and 14 civilians to train almost 2,000 students a year.

Guides plea

VOLUNTEER guides are needed to serve on board the Victorian battleship HMS Warrior preserved in Portsmouth Heritage Area. For information contact Mrs Joy Moignard, HMS Warrior (1860), Victory Gate, HM Naval Base, Portsmouth, Hants PO1 3QX (tel. 0705 291379).

Bid to aid 'Royal' warship

THREE first-day postal covers signed by the Prince of Wales are being offered for sale in aid of HMS Bronington, which is preserved at her berth in Manchester Ship Canal.

The covers have been issued by the non-profit making Royal Navy Covers Group. They commemorate the 40th anniversary of Bronington's commission, and the 25th anniversary of the Investiture of the Prince of Wales, who took command of the ship in 1976.

Details on how to obtain the covers should be addressed to the RN Covers Group, 44 Fisher Road, Milehouse, Plymouth, Devon PL2 3BB (tel. 0752 558541). Bids for the signed copies should be made in writing to the same address by September 15.

New HQ for helo support

A NEW building will soon be ready to house Britain's support effort for her combined fleet of 800 military helicopters.

Gazelle House, new headquarters of the Defence Helicopter Support Authority (DHSA) at RN air station Yeovilton, will be ready for occupation later this year by the tri-service department created on April 1.

The foundation stone has been laid by the Chief of Defence Procurement, Dr Malcolm McIntosh.

A ROYAL Navy commando has been buried with full military honours 50 years after he sacrificed his own life in an attempt to save his comrades from the Japanese.

S/Lt Gregor Riggs RNVR and Sgt Colin Cameron of the Australian Army were killed when, armed only with pistols, they attacked a large force of Japanese troops on Merapas Island which is now part of Indonesia.

Riggs and Cameron were members of a special forces unit involved in Operation Rimau in 1944. The task of the small, combined Anglo-Australian group was to monitor the movement of shipping in and out of Singapore.

Unrecognised

They were detected by the Japanese and during the enemy's efforts to hunt them down, Riggs and Cameron made a suicidal attack in the hope that it would enable their colleagues to escape.

An Australian researcher and writer, Tom Hall, publicised the act of bravery which had gone virtually unrecognised.

The bodies of Riggs and Cameron had been buried on Merapas in November 1944 by native fishermen. One of them, Achap, guided Hall to the makeshift graves and earlier this year, both bodies were disinterred and transferred to the High Commission in Singa-



Picture: LA(PHOT) Dave Hunt

pore. They were re-buried on August 27 in Kranji War Cemetery.

The Ministry of Defence arranged for S/Lt Riggs' two sisters and brother-in-law to attend the ceremony. HMS Cardiff, which is in the region, supplied a lieutenant, a CPO and six junior ratings to carry the coffin, as well as two ratings as catafalque sentries.

The Australian Army provided a guard, firing party and ushers, while a Gurkha unit in Singapore contributed two pipers and two buglers.

Also present were Tom Hall and Achap.

Ship to shore rapport

MEMBERS of Scotland's fishing community and other civilians were hosted on board HM ships Brecon and Cottesmore during Operation Pike, a regular mine countermeasures exercise.

This summer the operation was led by the Third Mine Countermeasures Squadron which — besides Brecon and Cottesmore — comprises HM ships Atherstone, Brocklesby and Hurworth. They were supported by a team of 55 living ashore at Campbeltown.

US Navy

Liaison with the local community came during Sea Days which were attended, among others by Sea Cadets, Lifeboat personnel, US Navy personnel, pupils from Campbeltown Grammar School and police.

On board Cottesmore, the commanding officer, Lt Cdr The Duke of York, cleared the bridge to allow an all-female bridge party to carry out a man overboard exercise — with two female sailors of the US Navy manning engine and steering controls.

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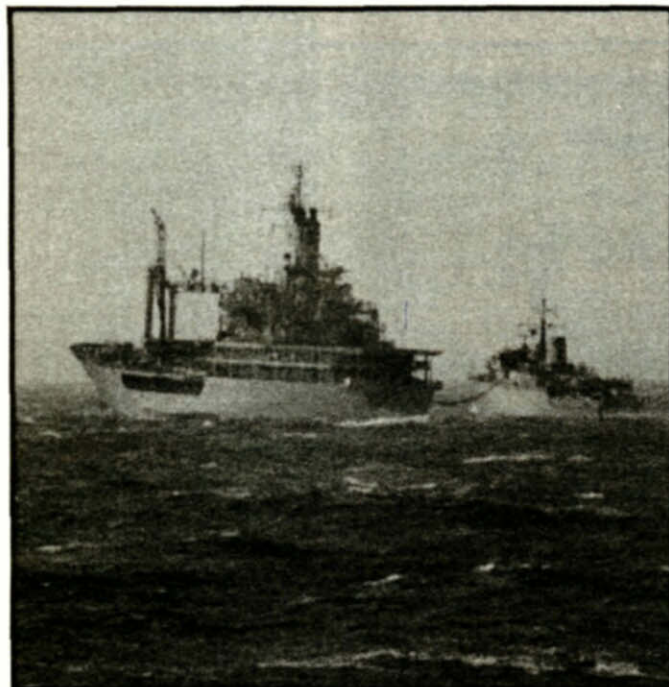
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Just a little top-up

LITTLE and large in heavy weather... HMS Dulverton in a less than comfortable replenishment at sea with the tanker RFA Blue Rover.

Dulverton, a Hunt-class minehunter, had completed a successful six-month deployment with Standing Naval Force Channel during which she visited Germany, France, Belgium, Holland, Spain and Portugal, covering 10,000 miles.

HMS Middleton has now relieved Dulverton as the British contribution to STANAVFORCHAN.



1978 By pooling their resources, 840 Squadron and B Flight managed to produce nine Gannets to fly in formation over the major towns in Morayshire in a farewell salute before B Flight's final embarkation in HMS Ark Royal.

Fly Navy!

May 1911 Lts C. R. Samson, RN, A. N. Longmore, RN, R. Gregory, RN and E. L. Gerard, RMLI become the first qualified naval pilots.

Nov 1911 Cdr Oliver Schwann is the first Briton to take off from water in a biplane.

Dec 1911 Lt C. R. Samson flies a Short biplane off a platform erected on the bows of the battleship HMS Africa.

May 1912 The Royal Flying Corps is formed with Naval

Milestones in 80 years of Naval aviation — and magical moments from the post-war era.

and military Wings and Central Flying School.

Dec 1912 The first coastal air station commissioned at the Isle of Grain, followed by others at Calshot, Felixstowe, Yarmouth and Cromarty.

July 1914 Royal Naval Air Service formed with 52 seaplanes and shipborne aircraft; 39 aeroplanes; six airships; and 128 officers and 700 men.



1983 Spanning a generation of airborne early warning aircraft in the RN, this pair pictured over St Michael's Mount highlighted the resurgence of AEW in the Fleet Air Arm. The veteran Fairey Gannet was the last of its kind flying with the FAA, the type having entered service 23 years before. This one was now used in noise trials at RNAS Culdrose. The Sea King variant had been hastily developed during the Falklands War and was now part of the new 849 Sqn.

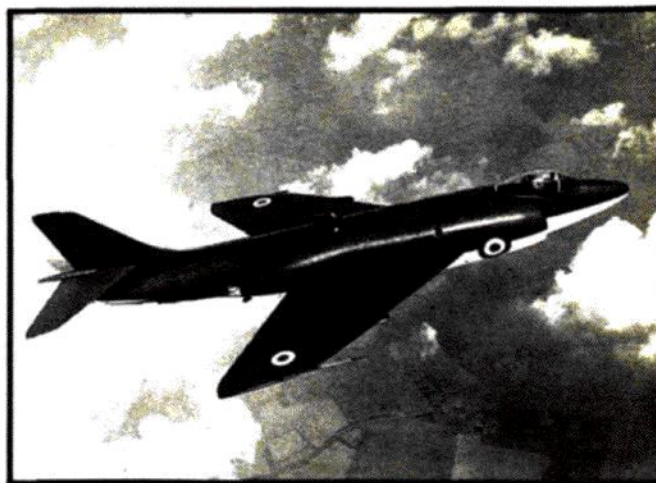
(Pictures from 'The Navy in the News 1954-91' and 'More Navy in the News 1954-94', published by HMSO and available from Navy News at £9.95 plus 75p pp UK, £1 overseas)

Sept 1914 First British air raid on Germany carried out by the Eastchurch squadron, based at Dunkirk under Cdr Samson.

Nov 1914 Three Avro 504 aircraft fly 250 miles across enemy country to bomb Zeppelin sheds at Friedrichshaven — an outstanding achievement in navigation and daring.

July 1915 Flt Sub Lt Reginald Warneford wins the RNAS's first VC after destroying a Zeppelin over Ostend.

Nov 1915 A second VC is won by Sqn Cdr R. Bell Davies during the Dardanelles campaign after landing behind enemy lines to rescue a downed airman.



1958 First squadron of the RN's new interceptor fighter, the swept-wing Scimitar, formed at RNAS Lossiemouth. The large, single-seat aircraft had exceptional low-level performance and was capable of supersonic speed in shallow dives.

Camels destroy Zeppelins L54 and L60 at Tondern.

April 1924 Fleet Air Arm of the RAF formed.

May 1939 Admiralty assumes complete control of Fleet Air Arm.

Sept 1939 Lt B. S. McEwen,

whole course of the war in the Mediterranean.

May 1941 Nine Swordfish from HMS Victorious make a night attack on the Bismarck — in appalling weather conditions at least one torpedo hits the target. Fifteen Swordfish from HMS Ark Royal then cripple the Bismarck's steering control with three torpedo hits, thus soon bringing her within range of the guns of the Home Fleet. She is finally sunk by torpedoes from HMS Dorsetshire.

Aug 1941 The first successful use of the catapult fighter flown from the decks of merchantmen to counter the Focke Wulf Condor bomber is achieved by Lt Everett from HMS Maplin.

Dec 1941 First destruction of a U-boat by a radar-equipped Swordfish of 812 Sqn.

Feb 1942 Lt Cdr Eugene Esmonde leads six Swordfish in a suicidal mission against the Scharnhorst, Gneisenau and Prinz Eugen, making their 'Channel Dash' from Brest. All the aircraft were lost in a hopelessly gallant attack that won the admiration of the embarked German Admiral Ciliax. There were only five survivors from their crews, brought ashore by the Navy. Esmonde was not among them — and he was later awarded a posthumous VC.

Aug 1942 In the defence of Malta convoys Sea Hurricanes engage 500 German and Italian aircraft and in three hectic days shoot down 39 and damage many more for the loss of only eight of their own number.

Nov 1942 The landing in N. Africa and subsequent landings at Salerno and in the South of France are covered initially by FAA Seafires operating from Fleet and escort carriers.

May 1943 Sub Lt Horrocks of 819 Sqn (HMS Archer) achieves the first operational success of the war with rockets when he sinks U-752.

March 1944 The first landing



1969 A Wasp helicopter looses off an AS 12 missile. Designed purely as an extension of the small ship's anti-submarine armoury, the Wasp was ideally suited to carry this weapon in a stand-off attack against fast missile-carrying patrol boats. Over 20 years later Lynx helicopters would deploy the Skua with deadly effect against the Iraqi Fleet.

Aug 1917 Sqn Cdr E. H. Dunning becomes the first pilot to land an aircraft on a ship underway. Flying a Sopwith Pup alongside HMS Furious, he passed her bridge structure, then side-slipped the aircraft onto the deck. Another Sopwith Pup flown from the gun turret of the cruiser HMS Yarmouth shoots down Zeppelin L23 off the Danish coast.

April 1918 RNAS and RFC amalgamate to form the Royal Air Force.

July 1918 HMS Furious becomes the only carrier of World War I to launch a major air action when seven Sopwith

flying a Blackburn Skua from HMS Ark Royal, destroys the first German aircraft of World War II — a Dornier Do.18 flying boat — off the coast of Heligoland.

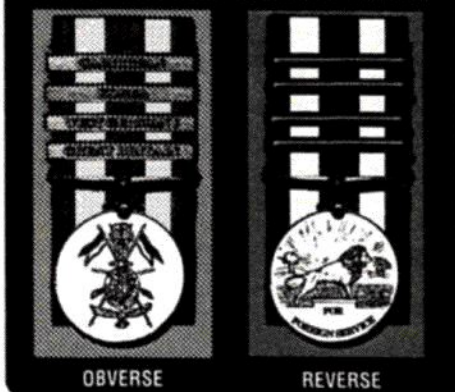
April 1940 Skuas of 800 Sqn stationed in the Orkneys dive-bomb and sink the German cruiser Königsberg in Bergen Fjord — the first warship in the war to be destroyed by dive-bombers.

Nov 1940 The battle of Taranto. The first major sea/air success of the war was also the first successful full-scale attack made by aircraft against a heavily defended battle fleet in harbour. Eleven torpedoes dropped by Swordfish from HMS Illustrious crippled half the Italian fleet, altering the

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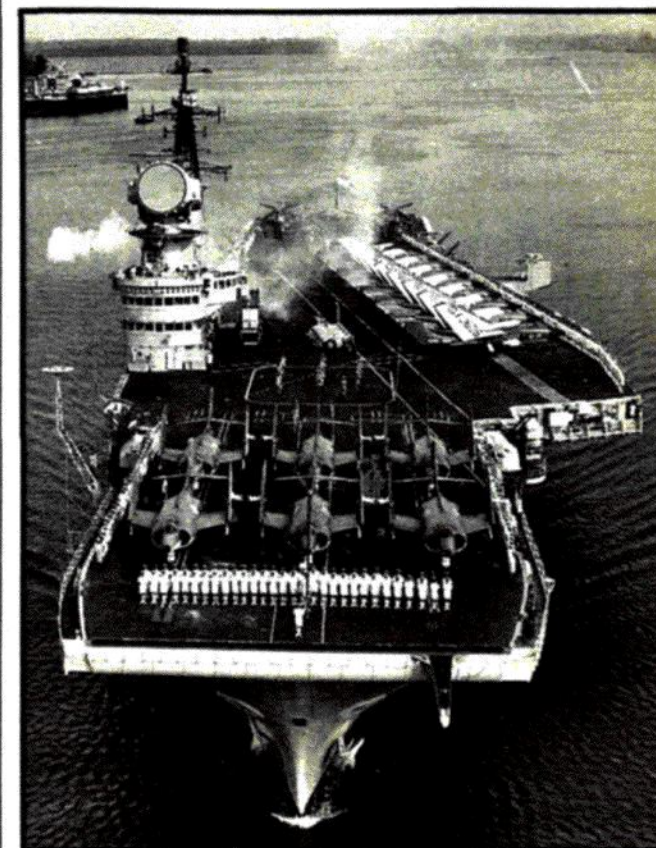
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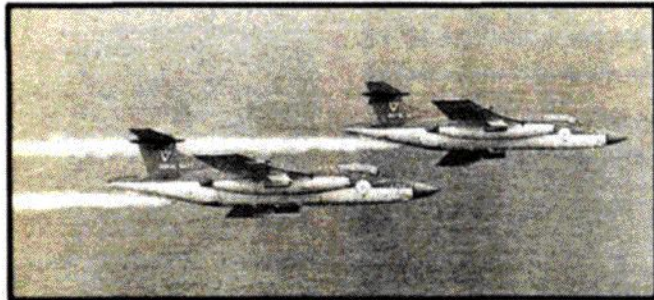
1961 HMS Victorious makes a big impression as her ship's company line the flight deck with an array of Scimitar, Sea Vixen and Gannet aircraft.

of a British twin-engined aircraft on an aircraft carrier — by Lt Cdr E. M. Brown piloting a converted Mosquito VI onto HMS Indefatigable.

April 1944 Fairey Barracudas from HMS Furious and Victorious dive-bomb the Tirpitz in Kaafjord, Norway, scoring 15 direct hits.

May 1944 Aircraft from HMS Illustrious attack Sabang, the Netherlands East Indies oil shipping centre, wipe out the Bratt's Machinery Works and bomb the airfield at Soerbaja, Java.

Jan 1945 Concentrated bombing attacks on enemy oil installations at Palembang, Sumatra.



1964 Two Buccaneers of HMS Victorious's 801 Sqn — the first fully operational squadron of this aircraft which was to see 30 years' service — during exercises in the South China Sea.



1984 A Sea King helicopter of 814 Naval Air Squadron hovers over the Statue of Liberty during HMS Illustrious's visit to New York.



1991 Saddam's spite — against the background of a fierce oil-field blaze a Sea King of 846 Sqn carries out a survey of the coastal area near Kuwait City as part of the Allied clean-up effort in the aftermath of the Gulf War.

March 1945 HMS Indomitable, Indefatigable, Victorious and Illustrious — Task Force 57 — take station south of the Sakashima Islands and begin a round-the-clock series of air strikes against Japanese airfields in the Southern Ryukyus and Formosa — the British Pacific Fleet's first full-scale co-operation with the US Fleet in the Pacific offensive.

April 1945 During the Okinawa campaign the Allied Fleet faces nine major mass kamikaze attacks — all the British carriers are hit by suicide planes but, unlike the American carriers, have the benefit of armoured flight decks and so suffer less damage.

August 1945 Lt R. H. Gray, RNCVR, flying a Corsair from HMS Formidable, sinks a Japanese destroyer with a direct hit by a bomb when his aircraft is already in flames. He earns a posthumous VC.

Dec 1945 Lt Cdr Eric Brown is the first pilot to land a purely jet-propelled aircraft on the deck of an aircraft carrier when he touches down a modified 540 mph Vampire fighter on the light fleet carrier HMS Ocean.

Sept 1946 First landing by a helicopter on a naval escort vessel at sea made by Lt Alan Bristow.

Feb 1947 Lt K. Reed is the first man to land a helicopter on a battleship. 1950-53 The Korean War — thousands of arduous operational sorties are flown by aircraft from HMS Triumph, Theseus, Glory and Ocean.

1951 HMS Vidal launched — the first small ship designed to carry a helicopter.

1952 Hawker Sea Hawk jet fighter enters service with 806 NAS at RN air station Brawdy.

1953 The angled flight deck — invented by Capt D. R. F. Campbell, DSO, RN — is incorporated for the first time in

HMS Centaur.

1953 Navy Whirlwind helicopters play a key role in the campaign against communist terrorists in Malaya.

1954 The steam catapult conceived by Cdr C.C. Mitchell is introduced, as is the mirror landing sight used to cope with the high approach speeds of modern aircraft. Original idea for this came from Cdr(E) H. C. N. Goodhart.

1954 The first anti-submarine helicopter squadron formed.

1956 First ever assault landing by helicopter — two squadrons of Whirlwinds from HMS Theseus ferry 500 Royal Marines ashore at Port Said. The success of this operation led to the conversion of HMS Bulwark and Albion as commando carriers.

1958 First flight of Westland Wasp helicopter.

1961 Iraq threatens invasion of Kuwait. 42 Cdo RM landed from HMS Bulwark, 45 Cdo RM flown in from Aden.

1961 815 NAS commissioned at RN air station Culdrose with Westland Wessex, the prototype anti-submarine warfare helicopter.

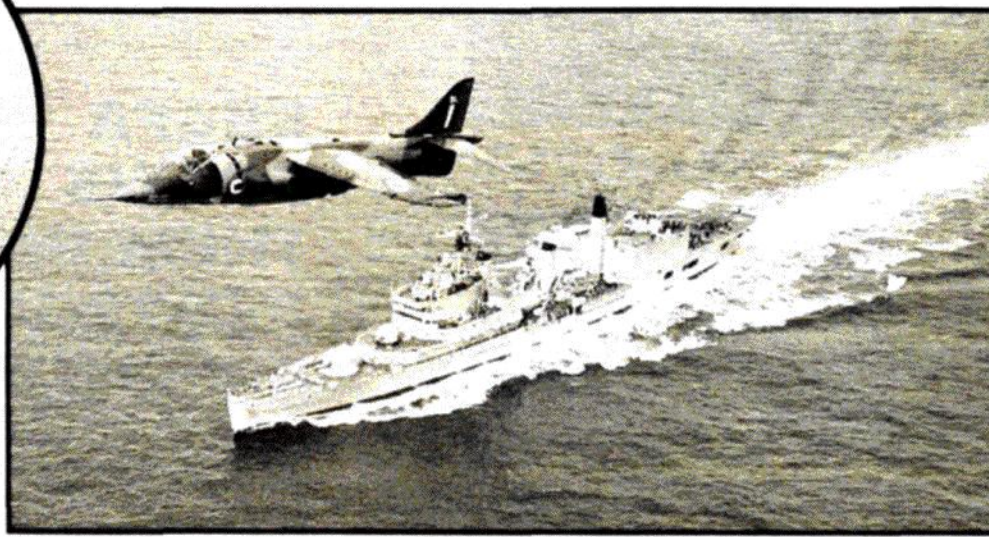
1962 Navy Wessex and Whirlwind helicopters fly thousands of sorties over dense jungle in Borneo.

1963 First experimental "touch and go" by VTOL P1127 on HMS Ark Royal.

1965 HMS Eagle completes a 71-day patrol off Beira.

1966 End of the Indonesian Confrontation. For 3½ years

1967 Torrey Canyon ablaze on Seven Stones Reef off Land's End. The tanker's leaking cargo of oil was fired after bombing by 736 and 800 Sqs.



1969 A remarkable blend of old and new as a Hawker Siddeley Harrier prepares to land on the flight deck of the command helicopter cruiser HMS Blake in trials to test the revolutionary 'jump jet's capability for operations from HM ships in the mid-70s. Laid down in 1942, the Blake was not commissioned until 1961. Now her after superstructure and armament had been replaced by facilities for an air group — but she still went to sea with the biggest guns in the Royal Navy.



1964 During the Indonesia Confrontation HMS Albion's squadrons flew Wessex and Whirlwind helicopters flew over 10,000 operational sorties.

Fleet Air Arm helicopters have supported British troops in the jungles of Borneo.

1967 Fleet Air Arm bomb wreck of Torrey Canyon, aground on the Longstones.

1969 892 Naval Air Squadron commissioned at RNAS

Yeovilton — the only front line FAA squadron to be equipped with Phantoms.

1970 First RN hovercraft (BHN7) on trials at Lee-on-Solent.

1970 824 NAS formed at Culdrose — the first operational deployment of Westland Sea King helicopters.

1974 HMS Hermes evacuates British subjects from Cy-

prus during the Turkish invasion.

1977 HMS Invincible, first of class carrier launched.

1978 First deck landing by a Sea Harrier on HMS Hermes.

1978 HMS Illustrious, second of the Invincible class carriers launched.

1978 Phantom XT870/120 of 892 NAS catapulted from HMS Ark Royal — the end of conventional fixed wing flying in the RN.

1979 First Sea Harrier squadron commissioned.

1979 HMS Ark Royal, the last carrier to operate steam catapults and arrestor gear, pays off.

1980 800 NAS, the first 'front line' Sea Harrier squadron commissioned.

1980 RNR (Air Branch) reformed.

1981 HMS Hermes undergoes trials with Ski Jump modification.

1981 HMS Ark Royal, the third Invincible class carrier, launched.

1982 The Falklands War.

1990 Management of Naval Aviation comes under one authority — Flag Officer Naval Aviation (FONA).

1991 The Gulf War. Much of the Iraqi Navy destroyed by Sea Skua missiles launched from Lynx helicopters.

1993 Civil War in Bosnia — 845 Squadron is the longest-serving UN unit in the war zone.

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Rope trick raises cash

C/Sgt Tony Boyle, from Brigade Patrol Troop, makes a last minute check before sending Lt Hilary Casson, RNR, down the wire during a sponsored deathslide in aid of Derriford Hospital.

Assisting C/Sgt Boyle were Sgt Mick Peat and Cpls Dean Vess and Mick Crowley whose expertise gave between 80 and 100 people the opportunity to use the aerial runway.

Over £2,000 was raised for the Neonatal Intensive Care Unit, Derriford Children's Services and the Paediatric Community Services.

RESOLUTE TO THE END

DURING a deterrent patrol four crew members of the Polaris submarine HMS Resolution took part in a sponsored exercise bicycle ride.

Cdr Jonty Powis, the submarine's commanding officer, CCMEA(EL) Tony McConnell, POMEM(L) Ticker Har (now with HMS Valiant) and LMEM(M) Bungy Williams each completed the equivalent distance from Land's End to John O'Groats and raised £512 for the Craighalpert Centre in Cumbernauld. The centre provides conductive education for Scottish children with cerebral palsy and is at present fundraising for a hydrotherapy pool.

Five marine engineer officers from RNEC Manadon have built a land-yacht for Mr Terry Willet from Sheffield. Terry, who is disabled from the waist down, can already sail a conventional yacht but needed special features included in the design to enable him to sail the land-yacht. A roll bar, tiller steering, simple rigging and a braking system which incorporates a hand brake should all help to ensure Terry can safely set sail in his new sport.

SD Course 58, undergoing training at BRNC, offered a helping hand to Rowcroft Hospice in Torquay during Operation Enterprise. The 18-man

team spent a day tidying the garden, repairing the perimeter fence and doing odd jobs.

Personnel from HMS Collingwood raised £207 for the Rainbow Centre in Fareham by taking part in a World Cup competition. Entrants were asked to forecast the outcome of all first round matches with points scored for guessing the correct results and the number of goals. The overall winner, with a score of 156, was instructor officer Mr Michael Jackson who won £50.

The annual Basin Challenge around Portsmouth naval base, organised by the FMRO, proved a successful event once again with a field of 123 runners. All money raised will go to the Portsmouth Hospital "Rocky" Appeal and will help buy an image intensifier and incubators for transporting babies.

SSAFA DRAWS THEM IN

HELP SSAFA help you win a car! Natocars of Bridgwater and the Rover Group are sponsoring the top prizes for the annual draw in aid of the Soldiers' Sailors' and Airmen's Families Association. First prize is a Land Rover Discovery TDI, second prize a Metro Quest and third prize a Mini Sprite. There are also many valuable runner-up prizes to be won, including cash totalling £2,000 and a cassette video recorder supplied by the Services Sound and Vision Corporation.

Tickets cost 25p each and are available from SSAFA Central Office, 19 Queen Elizabeth Street, London SE1 2LP (tel: 071-403 8783 ext. 222). Prizes will be drawn on December 9.

Appeal for Pendelbury Children's Hospital. POMEAs Lou Grant and Stan Bowes, POWEM Jack Hobbs, PO(R) Les Chapman, POMEM Mac MacGlinchey and PO(M) Cal Calton cycled from Portsmouth to Manchester where they presented the cheque to the Lord Mayor, Mrs Sheila Smith.

Fearless in pursuit



WHILE crossing the Atlantic en route for West Indies Guardship duties HMS Fearless's ship's company got on their exercise bike to raise money for charity.

As she sailed the 1,000 miles from Plymouth to the Azores 160 riders cycled continuously in relay raising over £900 for cancer charities.

The marathon event, which lasted five days, was organised by WRO Jenny Jardine who is pictured starting the commanding officer, Captain Sym Taylor, on the first leg.

Also pictured are CPOMEA Julian Wood, WMEM Kerry Morrell and Mnes Phil Howard and Matt Peach.

Raising money for cancer charities is most appropriate for HMS Fearless as one of her Wrens is currently undergoing chemotherapy. The ship's company wish her a speedy recovery.

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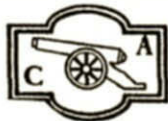
After being hit by a German Fritz "X" 3000 pound bomb off Salerno, Italy on September 13, 1943, HMS Uganda limped to Malta, Gibraltar and subsequently Charleston, South Carolina where she was repaired and recommissioned as a Royal Canadian Navy ship, October 21, 1944. She was then placed on loan to the Royal Navy and joined the British Pacific fleet off Sakishima Gunto east of Okinawa, in the war against Japan.

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Collingwood walkers complete long trek

SAILORS from the Communications School at HMS Collingwood sport their British Red Cross sashes with pride before setting off on a sponsored walk.

The team began their trek at Southsea and

ended up at the Gosport ferry terminal where a coach transported the tired walkers back to their establishment.

A total of £300 was raised which was presented to the British Red Cross at their centre in Fareham.



Hospice hangs loose

MATRON of St Andrew Hospice, Sister Catherine (far right) led a team of ten staff and supporters on a sponsored abseil at Glen Fruit Camp, supervised by Royal Marines Sgt Rory McCallum and Cpl Andy Scott who both serve at the Clyde Submarine Base.

Every year the hospice needs to raise £400,000 of its annual running costs and it is hoped the abseil will bring in over £15,000.

The submarine base hopes to continue helping the hospice with their fund-raising efforts and has organised a sponsored assault course run in the autumn. Sister Catherine and her team are already in training for this big event.



Cyclists in top gear

TO COMMEMORATE the 50th anniversary of D-Day and to raise funds for the Normandy Veterans' Association riders from the MES Department at HMS Daedalus took part in a cycle ride from Hastings to Cape Wrath, in the north of Scotland.

In previous years the department has been involved in a sponsored cycle from John O'Groats to Land's End for Children in Need and a sponsored walk across Britain from Bridlington to Blackpool in aid of the NSPCC.

Giving their bikes a final

check before setting off on their long journey are Lt George Morrison, Mr John Squirrel, PO Steve Keogh and AEM Paul Driver.

Brave effort

AS HMS Brave exercised in the Channel before making an affiliation visit to Dover six members of the ship's company completed an exercise of their own. They cycled from Plymouth to Kent and raised £1,400 for the children's ward at Buckland Hospital.



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Pumped up for Romania

TWO redundant ex-Coastguard water pumps have been overhauled and reconditioned by a team of civilian engineers from the Station Engineers Department at RN air station Culdrose.

The pumps are destined for western Romania under a Cross Link Relief Fund scheme and will enable a 10 hectares potato field to be irrigated from the nearby Crisul Negru river. The resultant crop will help to feed the 200 children at an orphanage in Beius, near the Hungarian border.

TYRED OUT AT DRAKE



TO MARK HMS Northumberland's departure from Swan Hunter on Tyneside five members of the ship's company cycled from Newcastle upon Tyne to the frigate's home port of Plymouth and raised £400 for the ship's charities.

The team, led by CPO(M) Taff Rees, completed the 550-mile journey in five days stopping off overnight at various RAF and RNR bases en route.

Pictured here on their arrival at HMS Drake are, from left, CPO(M) Taff Rees, LWEM(R) Carl Neenan, PO(S) Scouse Johnston, AB(S) Taff Thornton and LS Burgie Burge.

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Little and large

THERE was quite a surprise in store for Brent Ince when his dad, Lt David Ince (left) unveiled a replica of a bomb-disposal Redwing Land Rover on the youngster's fourth birthday.

Lt Ince, the second officer in charge of Rosyth Clearance Diving Unit, travels widely on explosive ordnance disposal and diving duties with other members of his team.

To date the unit has responded to 108 call-outs

to deal with explosives, including wartime ordnance trawled by fishermen or washed ashore.

Brent has always taken a keen interest in Dad's job and was the envy of all his friends when he was presented with the fully-working replica. It took Lt Ince over two years to complete but the look of joy on his son's face was well worth the effort.

Three's a crowd at Dartmouth

FOR SD 58 Course at Britannia Royal Naval College Dartmouth, life is not all hard work.

Course officer Lt Cdr Gary Sutton and course members took time off from their studies to celebrate a triple christening and were joined by a host of family and friends in the College Chapel.

Centre of attention on the big day were George, son of Gary and Lorraine Sutton, Lucy, daughter of Officer Cadet John Taylor and his wife Sarah, and Leanne, daughter of Officer Cadet Oscar Whild and his wife Karen.

Something's cooking

THE Helios Child Care Centre at RN air station Culdrose looks set to receive a boost to its funds with the publication and sale of a cook book.

Trudy Hardy, whose husband Randy is an Air Engineering Officer on exchange from the Canadian Armed Forces in Ottawa, has compiled a Canadian cook book.

Open house in Rowner

ACCOMMODATION for families visiting relatives serving in the Navy is now available in the Portsmouth area.

There are a number of naval married quarters in Gosport which can be hired by relatives of serving or retired personnel and MOD civil servants.

The two-bedroom flats sleep four and the three-bedroom sleep five and are available to rent from two days up to six months. They are on the main bus route to the Gosport ferry and are close to Portsmouth naval base and transport to the Isle of Wight.

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For details contact the manageress on 0705 528235, 0900-1500, Monday-Friday.

Icing on the cake for HMS Berkeley

LCK CHRIS Ferrier, who baked HMS Berkeley's rededication cake, proudly shows off his handiwork to his wife Kelly and their 14-month-old twins Siobhan and Roisin.

The cake was later cut by the ship's sponsor Lady Gerken and 18-year-old AB Keith Morris at a buffet lunch in the Lion Club.

Other guests of honour at the rededication ceremony included Admiral Sir Robert Gerken; Commodore Minor War Vessels and Diving, Commodore Richard Moore; and Gilbert and Ruth Reeves, Mayor and Mayoress of Berkeley, the ship's affiliated town in Gloucestershire.

After trials and work-up the ship joined the Rosyth-based First Mine Countermeasures Squadron.



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Record crowds treated to the best show yet . . .

The Hiller aircraft which appeared in "Goldfinger" in formation with Gazelles of 705 Naval Air Squadron at Culdrose Air Day.

**80 YEARS
OF NAVY
AVIATION**

The Red Arrows sweep over the crowds at Yeovilton.

AIR DAYS AT NEW HEIGHTS

IN THE 80th anniversary year of Royal Navy aviation, the Service's Air Days have reached the heights.

An all-time record crowd of 30,000 witnessed the most spectacular display in the history of RN air station Yeovilton, and a week later more than 20,000 turned up for RNAS Culdrose's show.

A spokesman for Culdrose said the crowds there would probably have matched Yeovilton's record had it not rained in Cornwall on the morning of the display.

At Yeovilton, headquarters of Flag Office Naval Aviation, more than 100 aircraft from eight countries took part in the anniversary display lasting six hours and featuring modern military aircraft, helicopters and civilian aerobatic teams.

Wartime memories were rekindled by the Swordfish and Firefly aircraft of the RN Historic Flight, and by the Battle of Britain Memorial Flight.

Other features of the show included the RAF's Red

**Pictures: CPO(PHOT)
Steve Newbury
and LA(PHOT)
Richards**

Arrows display team and a commando assault enactment in which Sea Kings disgorged Royal Marines and their equipment under air cover provided by Sea Harriers.

One of the show-stoppers at Culdrose was the Hiller helicopter which had been flown by Pussy Galore (played by Honor Blackman) in the James Bond film "Goldfinger". The helicopter, restored and decked out in the markings of 705 Naval Air Squadron by businessman Paul Nicholas, joined RN Gazelles in a formation fly-past.

Although the Bond helicopter was never in military service, 705 NAS did use the type as a basic trainer in the 1970s.

As if to reflect the Goldfinger theme, the Air Days between them netted £53,000 for naval charities — Yeovilton taking £30,000 and Culdrose £23,000.



One of the youngest spectators, ten-months-old Sian Richards.



Trailing the red, white and green national colours of Italy, the Freccia Tricolori display team thrilled spectators at Culdrose.

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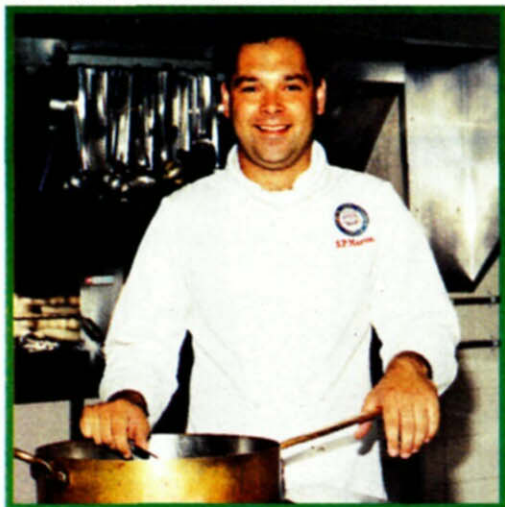
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CAUSING A STIR

LCK Simon Martin, serving on the staff of the Second Sea Lord, Vice Admiral Sir Michael Layard, has been elected to the Council of Management of the Chefs and Cooks Circle, one of the country's leading culinary associations.

The Circle provides judges for most major competitions, including the World of Hospitality and Bournemouth Food and Wine. It funds scholarships and work abroad, and provides national teams for international competitions. Anyone interested in learning more about it can contact Simon on Portsmouth Naval Base ext 25363.

Captain on board

NAAFI's new Naval Director is Capt David Murray, who joined the Senior Service in 1968 as an Instructor Officer after a brief spell in the RAF.

His appointments have mainly been in the fields of oceanography and meteorology, but he has also been executive officer at HMS Dolphin and Director of Naval Officer Appointing (Instructor and Supply).

One aspect of NAAFI that Capt Murray is keen to promote is how the Navy benefits from the NAAFI rebate, which neared £18m last year.



People in the News



Capt Tom Sunter paints in the eye of the dragon, a propitious start to a new phase in life.

TAMAR'S LAST CAPTAIN SIGNS HIMSELF OUT...

IN HANDING over command of HMS Tamar to Cdr Berry Reeves, Capt Tom Sunter closed a chapter in the history of Hong Kong.

There has been a Captain-in-Charge since the Territory came under British control in 1841, but with the reduction of British Forces in Hong Kong as the handover of sovereignty to China in 1997 approaches, the post of senior naval officer in charge of operations has been downgraded to commander.

Capt Sunter's last day in office was marked by a parade

of HMS Tamar's officers and ratings, a lion dance by the soldiers of the Hong Kong Military Service Corps and a rickshaw ride to his launch.

As this conveyed him to the former naval basin on Hong Kong island it was escorted by four fast pursuit craft and two of the Navy's patrol ships of the Hong Kong Squadron.

Hong Kong does, by the by, retain a captain RN. Capt Peter Melson has joined the headquarters as Chief of Staff and deputy to Commander British Forces.

Martin speeds his way to First

FIRST member of the Royal Navy to earn his degree through the University of Portsmouth's Partnership Programme, Lt Martin Freeman did it with a flourish, coming away with a First.



Lt Martin Freeman

His achievement was all the more remarkable in that he gained the First Class BSc(Hons) in engineering and management studies in a single academic year.

Martin's previous highest academic qualification was an HNC in electronics. He joined the Navy as an artificer in 1973 and served in HM ships Tiger, Fearless and Intrepid. He left the RN in 1985 as a CMEA(P), but rejoined as an Instructor Officer (SL) three years later.

Now serving in the Directorate of Naval Management, Communications and Information Systems at HMS Nelson (Gunwharf), he is assisting in the development of an executive information system for the Navy Board.

□ □ □

AT LEAST four of the current batch of Royal Navy Open University graduates completed course work or their examinations while at sea in submarines. Others coped with the moves at home and abroad which Service personnel have to expect.

New OU graduates Navy News has heard about are Lt Cdr Roy Grimsey BA(Hons), community officer Mr Leslie Burden BSc(Open), CPO Duncan Howell BSc(Open), CPOAER Martin Lambert BSc(Open), CPOWEA Mark Stevens BSc(Open), POWTR Pete Beckett BA(Open), Mr David Arkieson RN(ret'd) BA(Hons), CPO Tony King BA(Hons), Lt Cdr Stephen Shipman BA(Open), Lt Kevin Cooper BSc(Hons), Lt John Herriman BSc(Hons), CPO Philip Saunders BSc(Open), Lt Cdr Christopher Jones BSc(Open), CPO Michael Church BSc(Open), Lt Barrie Mills RM BA(Hons), Lt Philip Walter BSc(Hons) and Cdr Stephen Timms MBA.

A nice little earner for CPO Baldwin



Capt John Covell, Capt HMS Sultan, presents CPO Arthur Baldwin with a cheque for £5,000.

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CAN'T HIDE HIS PRIDE

FREEMAN by name, Freeman by investiture; Capt Charles Freeman, CO of HMS Cornwall, has received the Freedom of the City of London at a splendid ceremony in the Guildhall.

The honour came about through HMS Cornwall's close affiliation with the Leathersellers of London since she commissioned in 1888. The ties have grown stronger over the past couple of years, with members of the Leathersellers coming to sea, and donating sports and computer equipment to the Batch 3 Type 22 frigate.



Capt Charles Freeman

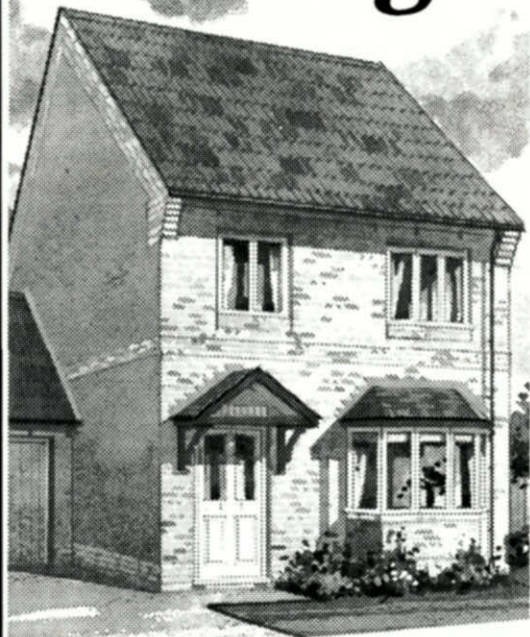
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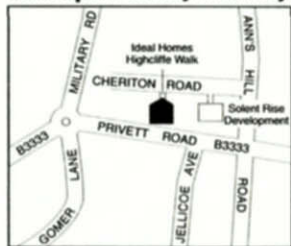
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Lecture worth hearing

BREAKING the rules — or rather a lecture of that title — has won Lt Cdr Kevin Shaw (left) second prize in a competition organised for younger members of the Institution of Electrical Engineers.

Kevin's lecture was based on research into extra low frequency radio communications through the sea, which he carried out while on the staff of the Royal Naval Engineering College Manadon.

He has more recently completed the Initial Staff Course at the Royal Naval College Greenwich and has resumed his duties in the Space and Communications Division of the Defence Research Agency at Farnborough.



Picture: CPO(PHOT) Alan Ferguson

Northwood Reservist honoured

LT CDR Robin Eyre-Tanner has received the Reserve Decoration and Clasp for 25 years' service with the Royal Naval Reserve. This unusual decoration was presented by the Deputy Commander Fleet, Vice Admiral Sir Geoffrey Biggs.

Robin is the first Reservist to attain Retired Officer status with the Ministry of Defence. As the Fleet Publications Officer he is responsible for all books and documents produced for the Fleet.

Robin has served in two battleships, HMS Vanguard and HMS Victory. During the Gulf War he was senior naval diarist at Fleet Headquarters.

RIB ROARING TIME



Picture: PO(Phot) Kenny Everitt

IT'S NEVER too late to update your skills... Lt Cdr Nicko Franks, who leaves the Royal Navy next month after 35 years' service, has just qualified as a rigid inflatable boat coxswain at the Scottish Command RIB School, Port Edgar.

He did so just in time to take away HMS Illustrious' Pacific Seaboat, before bidding farewell to the ship after five years on board — as Executive Officer while she was in her recent refit and latterly as First Lieutenant. That brought up his eight years as Jimmy of an aircraft carrier; previously he held the post in HMS Hermes.

Admiral proves a sure shot

BY HAPPY coincidence those on Royal Navy Petty Officer Photographer Qualifying Course No 12 came to the end of their 16-week training on the day Flag Officer Plymouth, Vice Admiral Sir Roy Newman, toured the Joint School of Photography at RAF Cosford.

He was able to view their work, present their certificates and even take the passing out photograph, which made a welcome change both for the Admiral and the course members!

Standing (l-r) in the group are LW(PHOT) Dee Hepple, PO(PHOT) Dave McCormick, Gp Capt Mike Gilding, CO RAF Cosford, and LW(PHOT) Laurie Keylock. In the front are LA(PHOT)s Pete James,

Richard Thompson and Col-in Burden.

Meanwhile, back on his own patch, Admiral Newman was taking a different kind of shot. He opened the new Trevel 25m barrack range at HMS Raleigh and fired the maiden rounds.

A keen shot, Admiral Newman then moved on to the 100m range and achieved a good grouping.

STEVEN MEETS THE MARINES



TEENAGER Steven Dodds — pictured centre front with his section — is believed to be the first young person on a Prince's Trust work placement scheme to spend time with the Royal Marines.

During his week with the Commando

Logistics Regiment Steven (19) was initiated into the mysteries of camouflage and concealment and communications. Mne Danny James (539 Assault Sqn) also taught him to drive a Rigid Raider.

Picture: LA(Phot) Andy White



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Wives and husbands of Regular members of HM Forces can also register as service voters or, if they prefer, register each year as civilian voters (so long as they are living in the UK).

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'You cut the number of kegs carried?! Are you crazy?'

Axe on useless spare parts

A NEW method for the management of spares held on board by ships and submarines has been approved by the Naval Equipment and Stores Committee.

The system — titled the Dynamic Consolidated Allowance List — is being introduced over the next three years to reduce over-provision of on-board stockholdings and to improve efficiency and cost-effectiveness of the supply service to the Fleet.

Aided by computer record-holding of use of spares and improved data management, new scales of allowance are intended to ease congestion in ships' storerooms, reduce re-referencing and mustering work by supply staff, and release storeroom space for other purposes.

Dynamic CAL will also assist targeting of funds to those items ships require, while reducing expenditure on those items shown not used.

The system will not be applied to Polaris and Trident submarines. Nor will it apply to the first two vessels of any class or batch for the first three years of their service.

DCI RN 138/94

Advice out of Africa

ADVENTUROUS training in Kenya and Tanzania has proved so popular that new advice has been issued to assist units in planning and organisation of expeditions.

The British Army Liaison Staff Kenya (BATLSK) is based at Kahawa, 15 miles from Nairobi and offers support to expeditions, while local advice and assistance may be obtained from the Defence Adviser Nairobi who is responsible for securing Kenyan Government clearance for MOD sponsored expeditions.

Adventurous training expeditions to Kenya are co-ordinated by HQ UK Land Forces G3 Adv Trg

(Salisbury Military ext. 3282), and expedition leaders must complete an application form (ATFA) and forward it to the relevant Command.

The importance of insurance for members of any expedition anywhere is also outlined, and participants are strongly advised to purchase insurance cover for any eventuality for which the Ministry of Defence would not be legally liable — such as off-duty activities.

Inquiries on this aspect should be addressed to DDNPTS, SO(AT), HMS Temeraire, Burnaby Road, Portsmouth, Hants PO1 3ND (tel. Portsmouth Naval Base ext. 22590).

DCIs JS 55 and 56/94

SERVING and former naval personnel are now being advised on how to apply for the Accumulated Campaign Service Medals, details of which were reported in the May edition of Navy News (DCI Gen 65/94).

To certify entitlement applicants should complete Form S540 and attach it as an annex signed by their commanding officer giving details of the relevant service.

Royal Navy personnel should send the completed form to NPP(Acs) 1c3, Centurion Building, Grange Road, Gosport, Hants PO1 9XA, and RM personnel should send theirs to RM Historical Records and Medals, Centurion Building.

GSM clasp

Applications from discharged personnel should include a list of medals already held and a copy of their Service certificate.

Next of kin of deceased personnel who were eligible should also apply to NPP(Acs) 1c3.

As reported in May, to be entitled to the new award personnel must be eligible for at least one clasp to the General Service Medal, must have served a total of at least 36 months' on campaign, and must have served at least 30 days in each of more than one of the following campaigns:

Northern Ireland from August 14, 1969; Dhofar — October 1, 1969 to September

30, 1976; Lebanon — February 7, 1983 to March 9, 1984; mine clearance in the Gulf of Suez — August 15, 1984 to October 15, 1984; Gulf — November 17, 1986 to February 28, 1989; N. Iraq & S. Turkey — April 6, 1991 to July 17, 1991.

Also on the list is Kuwait — March 8, 1991 to September 30, 1991. However, service there may count towards the clasp if it was less than 30 days.

DCI RN 135/94

Warfare advance

ADVANCEMENT regulations for ten sub-branches of the Warfare Branch have now been outlined in a DCI which is related to the announcement of the introduction of the Branch in 1992, and to details of cross-training published last year.

The new announcement deals with the following sub-branches: Above-water Warfare, Underwater Warfare, Communications, Electronic Warfare, Minewarfare, Survey Recorders, Sensors Submarine, Tactical Submarine, Communications Submarine and Weapons Submarine.

DCI RN 134/94

Kayak awards

JOINT Service canoe and kayak adventure training qualifications now equate with corresponding qualifications issued by the British Canoe Union.

Following discussions with the Ministry of Defence the BCU has confirmed that their coaching qualifications scheme can be adopted by the Services.

During transition to new awards, old qualifications will remain valid until March 31, 1997. Those wishing to convert their old awards into the new Joint Services Adventurous Training Scheme awards should send their log books to the Commandant, JSMTTC (Scotland), Morlich House, Grantown-on-Spey, Morayshire, PH26 3HG.

DCI JS 61/94

Get in the swim

THIS year's Armed Services Short Course and Masters' Swimming Competition will be held on October 7-8 at the P&RTC, Rowcroft Barracks, Arborfield, Reading.

The event is open to serving or retired personnel of any age and will include 800m freestyle for men, 400m freestyle for women and relays for recognised categories.

Further details from Lt Cdr P. Stephens, Room 204, Victory Building, Portsmouth Naval Base, Portsmouth, Hants. PO1 3LS (tel. 0705 727131).

DCI Gen 57/94

Riding courses

HORSE riding courses are available to all ranks and dependants at several Service es-

tablishments in UK.

Cost of courses — from beginners, to dressage — range from £40 to £80. Among the locations offering riding instruction are RM Poole, HMS Dryad, and HMS Heron.

Contact addresses: Cpl J. Vincent, RM Stables, RM Poole, Hamworthy, Poole, Dorset; Equitation Officer, Naval Riding Centre, HMS Dryad, Southwick, nr Fareham, Hants. PO17 6EJ; Chief Instructor Naval Air Command Riding Centre, HMS Heron, Yeovilton, Somerset BA22 8HL (tel. HMS Heron ext. 5377).

DCI JS 54/94

AIM of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

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Navy inspects the Army: Wearing the uniform of Honorary Commodore of the RNR, Prince Michael of Kent represents the Queen at the 115th Sovereign's Parade at the Royal Military Academy, Sandhurst.

Picture: Mike Weston, Soldier Magazine

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'Oh dear! Grandpa's about to have one of his funny 'There I was, upside down, nothing on the clock' turns again!'

NEWSVIEW

Small faces fit
a high profile



● 801 Naval Air Squadron — 500 missions over Bosnia.

ON 3 September 1914 the Royal Naval Air Service officially took over the air defence of the United Kingdom — and later in the month four aircraft of the Eastchurch wing No 1 RNAS based at Ostend launched the first ever bombing raid on enemy territory.

It was not a success. Only one of them found the target — zeppelin sheds at Dusseldorf — and though it scored a direct hit the bomb failed to explode.

But from these uncertain beginnings, through both world wars and beyond, Royal Navy airmen went on to rack up a long list of aviation firsts — and today the Fleet Air Arm's profile is as high as ever.

In this issue we salute the record of the past and mark the achievements of two of its squadrons in the Adriatic. Six Sea Harriers of 801 NAS have just completed 500 missions over Bosnia — without the loss of a single sortie due to unserviceability.

Top award

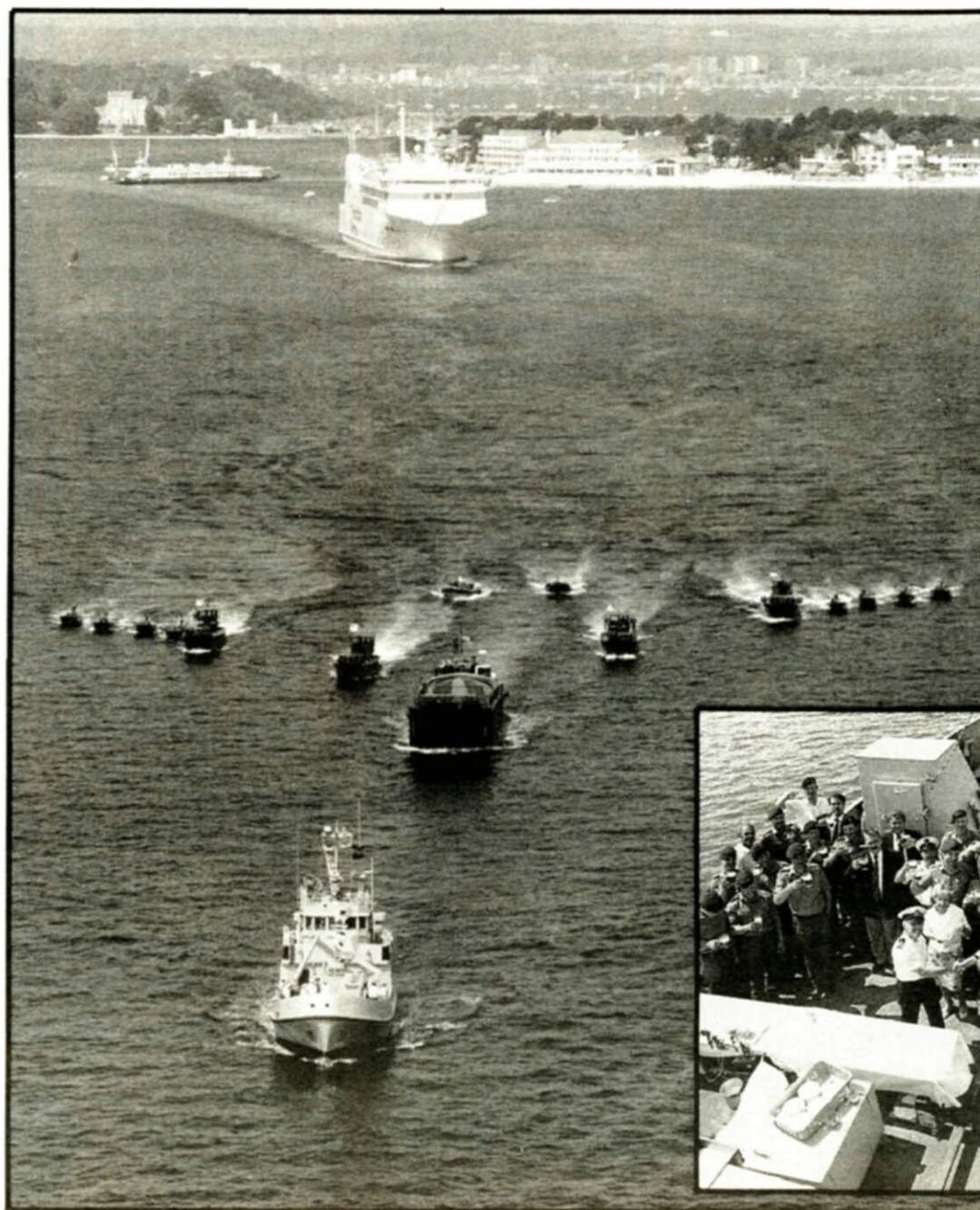
Longest-serving of all United Nations units there is 845 NAS, which has maintained four Sea King helicopters in Bosnia and Croatia for nearly two years — a sustained effort that has deservedly brought recognition in the form of the FAA's top award, the Boyd Trophy.

Inevitably, it is always the aircrew who enjoy the limelight of popular acclaim — but the work of the personnel who service the aircraft is as vital to operational success as it was in the pioneering days of 80 years ago.

They have made an outstanding contribution to both the UN humanitarian effort in the former republic of Yugoslavia and to protecting our ground forces there.

The lion's share of the credit for these achievements — as for all the past successes of the Fleet Air Arm and its predecessors — is undeniably theirs.

Home straight for Messina



HER Majesty's Fleet Tender Messina has "paid off" from the Royal Marines after 12 years' service as navigation training vessel at RM Poole.

During this time she has worked with the Landing Craft Branch, on regular sorties to the Channel Islands and further afield, to Scotland and Holland.

She now transfers to the Belfast RNR Unit, HMS Caroline and her navigation role will be taken over by RN University Training P2000 patrol craft based at HMS Nelson (Gunwharf), Portsmouth.

Throughout her career, Messina was manned by a joint crew of RM Landing Craftsmen and RN personnel.

● Left: HMFT Messina bows out in style leading manoeuvres with the Landing Craft Squadron out of Poole.

● Below: Messina's Commanding Officer Lt Cdr Greg Smith — surrounded by crew members past and present — presents the ship's crest to the Commandant RM Poole, Lt Col John Davis.



CARDIFF'S DEATH RAY



HMS Cardiff's successful Sea Dart firing thanks (right) to the "Chippies' Death Ray" and its makers CPOMEA(H) Peter Cushing, LMEM Annison and MEM Smudge Smith.



RESOURCEFUL engineering ratings enabled HMS Cardiff to conduct a successful test firing of her Sea Dart missile systems — despite heavy-weather damage which could have affected her ranging.

As the Type 42 destroyer

approached the firing area in the South-West Approaches she was hit by unexpectedly bad weather which broke her Sea Dart telemetry aerial.

Determined not to be defeated by a bit of a blow, a chippies' party were drafted in

to provide a temporary repair. After the firing, analysis showed that the Chippies' Death Ray — as the modified aerial became known — did the job admirably.

The test firing was conducted while the ship was on

passage to Gibraltar for the first leg of her journey for Armilla Patrol duties in the Gulf, where she relieved HMS Exeter.

In July, Cardiff held full ceremonial divisions on the jetty at Bahrain during early morning

when the temperature, which soars to well over 100 degrees, was in the low 80s.

Following exercises and visits to Abu Dhabi and Sharjah, Cardiff was due for a stand-off period in Penang, Malaysia, at the end of August.

Bosnia high flyers

THE Fleet Air Arm's top trophy is presented to the commanding officer of 845 Naval Air Squadron, Lt Cdr Philip Doyne-Ditmas, by the Director of the Army Air Corps, Maj Gen St John Lytle — grandson of the late Admiral Sir Dennis Boyd, after whom the award is named.

Instituted in 1946, the Boyd Trophy has been won by the squadron for achieving the finest feat of aviation during the previous year.

Since 1992 the squadron has maintained four Sea King helicopters and 80 personnel in



Croatia and Bosnia, becoming the longest-serving UN unit there.

Their primary task is casualty evacuation of UN forces, and this has been car-

ried out often in appalling weather, frequently at night and under hostile fire. They have flown 24 CASEVAC missions and evacuated many civilians to safety.

... and sharp shooters

HMS BRAVE, the sharpest shot in the Fleet, has been straddling two operations in the Adriatic.

Deployed to take part in Britain's Operation Grapple, Brave has also worn the NATO flag for her role in operation Sharp Guard, enforcing UN sanctions against former Yugoslavia.

While in the Adriatic she has been presented with the Mantle Cup, the Fleet's top trophy for gunnery. The ship received the award from Flag Officer Surface Flotilla, Vice Admiral Mike Boyce, during his visit to RN warships in the region.

Brave has mainly been keeping an eye on the northern Albanian port of Shengjin just a few miles from the border with Montenegro — and a likely place in which embargo-bus-



ters would operate.

Patrolling within range of coastal missile batteries, the ship has remained in defence watches — closed up with personnel wearing action working dress and anti-flash gear, on duty a continual six hours on, six hours off and with weapons systems on stand-by.

However, there are diversions — such as exchange visits ashore with the Army in Bosnia. Among the sailors who

were able to take advantage of such a run were AB Steve Kerr and CPO Paul Edis — the man who trained the 14 gunners and four maintainers who won the Mantle Cup.

Steve and Paul were temporarily attached to The Light Dragoons operating out of Tomislavgrad.

● As if to emphasise the international nature of operations in the Adriatic, one of Brave's communications "Wrens" is an American — Denise Murders, a US sailor on exchange. On July 4, the ship's commanding officer, Cdr Kevin Parris, invited Denise to a double cake-cutting celebration on the flight deck, for the date marks not only the USA's national day, but the anniversary of Brave's commissioning.

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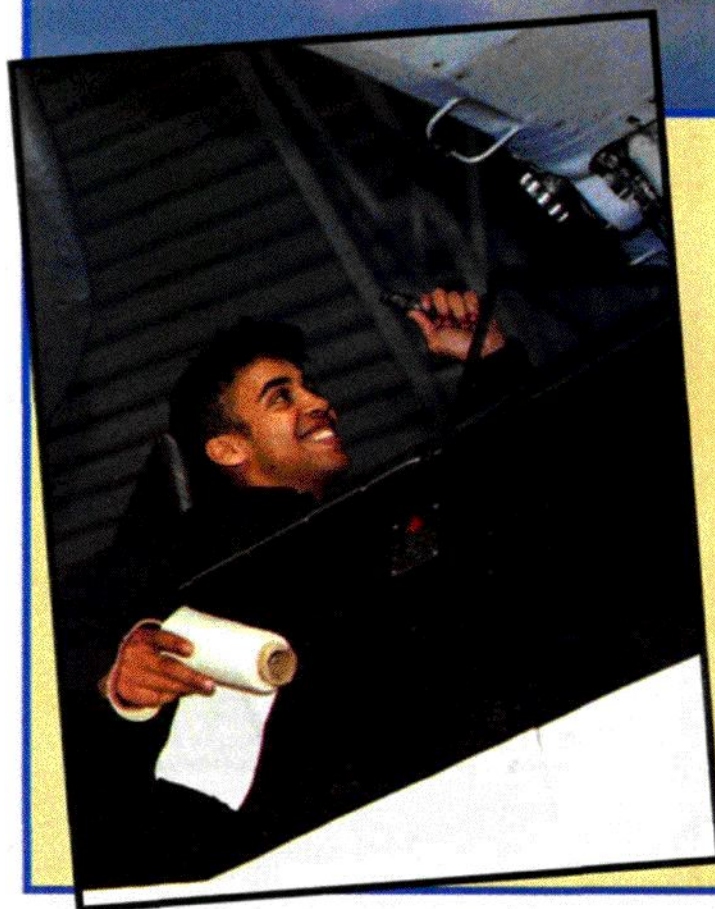
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● Above: LS326 'L2' of 836 Naval Air Squadron was painted for a starring role in the film 'Sink the Bismarck' shown on TV last month. The first aircraft to join the RN Historic Flight saw active service flying on North Atlantic convoy duties with 'L' Flight of 836 Sqn on board the MAC ship 'Rapana.'

£2m to

st



IF you want a set of spark plugs for a Fairey Swordfish it will set you back over £1,000.

This is just one of a whole raft of inevitably pricey items needed to keep the Royal Navy Historic Flight airborne — but the most expensive item of all is people.

And from April next year Service manpower is to be withdrawn.

Now the Flight's CO, Lt Cdr Hugh Deuxberry, is looking to raise £2m from sponsorship and covenants to provide the £150,000 annual income he needs to cover the bills and pay for a new staff of civilian engineers.

Financing these resources, both mechanical and human, is only part of the problem — he has to find them first.

"Engineers with experience of piston engines are few and far between these days — but we need some young blood in the outfit, too," he told Navy News.

"So I'm looking for a mixed bag of people with know-how — and they've got to be fit, too, because there's a lot of physical labour with these old aircraft, just pushing them in and out of the hangar — and younger people we can train up.

"Getting them the parts to do the job is always going to be difficult as time goes by. For instance, all the aircraft have pneumatic brakes and they have a rubber bladder pressed

against the pads which is impossible to obtain in this day and age.

"Dunlop, who used to make them, say it would cost £60,000 just to retool the machinery."

There is no trouble finding people to fly the aircraft — there have always been plenty of volunteers at RN air station Yeovilton prepared to give up their week-ends to take to the skies in these classic warbirds.

The RNHF has evolved slowly over a lengthy period rather than being the product of any great plan. The first of its machines, Swordfish II LS326, was presented to the Navy in 1960 by Westland, who had taken over the interests of Fairey Aviation.

It was kept flying by a small band of enthusiasts in Heron

"To a man, they a

Flight at Yeovilton — but it would be ten years before the next historic aircraft came along.

Then in 1971 Hawker — themselves strapped for cash and manpower and unable to complete a rebuild — donated Sea Fury FB.11 TF956. Once restored to flying condition, it was joined the following year by a Fairey Firefly — AS.5 WB271 which had been saved from the scrapyard six years earlier by officers of HMS Victorious.

Having spent the interim period in the care of the Fleet Air Arm Museum, it was in good condition and needed little more than a thorough inspection, systems testing and the renewal of old and hardened seals before it could take to the air again.

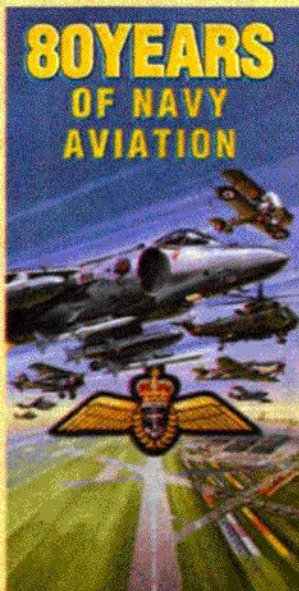
Together with the Swordfish, the two 'tin' machines now made up the core of what was officially called the Royal Navy Historic

● Right: AEM Ali McKenna in the cockpit of a 'Stringbag' questions the value of spark plugs at £50 plus each — and a roll of the best Irish linen traditionally used to cover the Swordfish's fragile wings. Today's Sea Harriers borrow the same material to plaster over inspection panels.

ay in the air



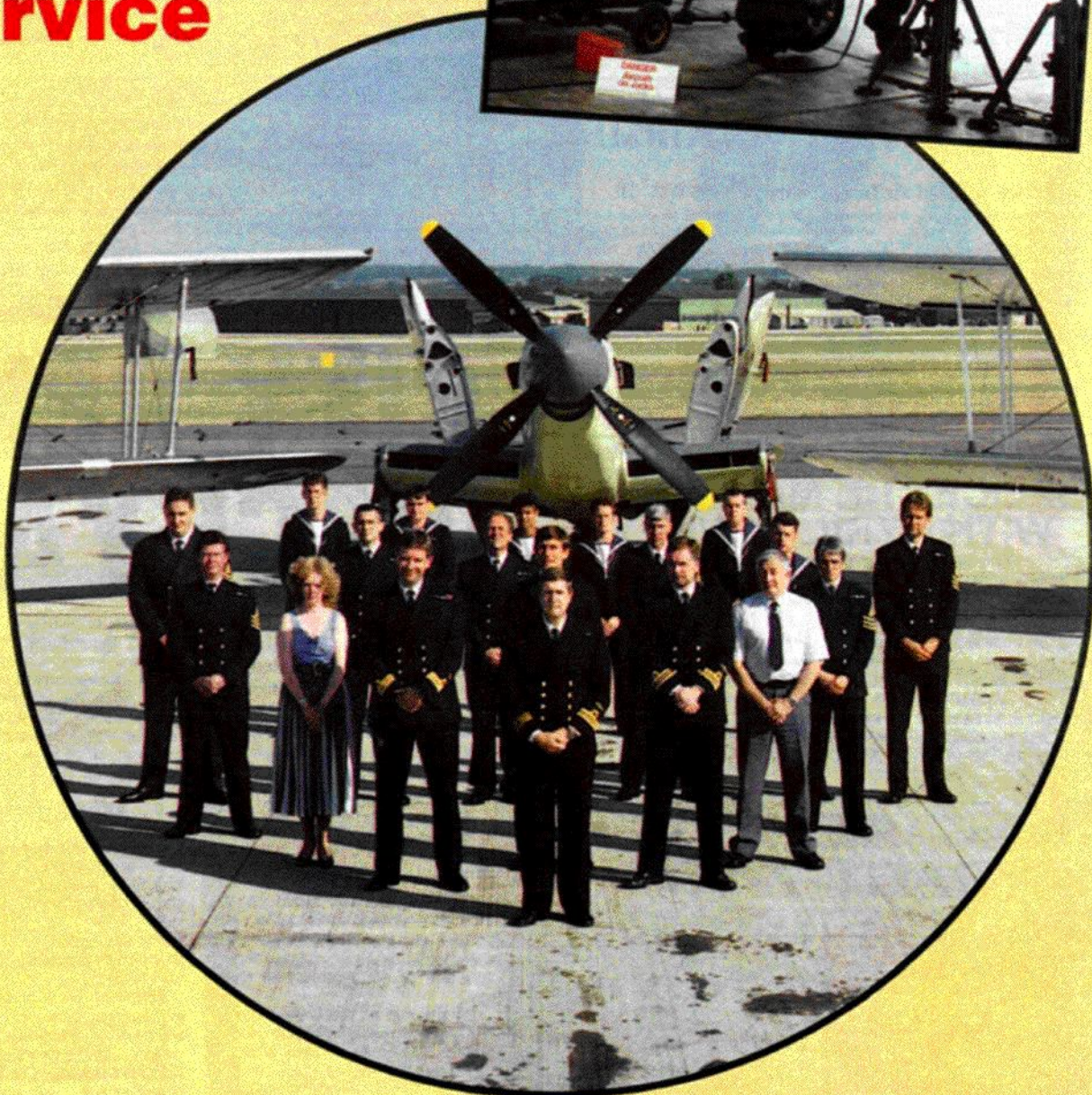
Historic Flight looks for sponsors as it loses Service support staff



● Left: 'Stringbags' aloft — LS 326 (foreground) and W5856, the oldest Fairey Swordfish in existence. (Picture by Richard Paver)

● Right: Last of the few — the Royal Navy Historic Flight will lose its Service manpower next year.

● Top right: working on the Firefly. The first British aircraft to fly over Tokyo at the end of World War II also saw service in Korea and Malaya. (Picture by LWREN(Phot) Lisa Spratling).



Flight in 1973 — and air show bookings began to pour in. In 1976 a second Sea Fury, the two-seater T.20 WG655, was donated by the Federal German Government, having been operated by the DLB towing targets. The Flight also operated Sea Hawk FGA.6 WV908 — currently in storage — from 1978-87. Today it comprises the Firefly, the original Swordfish LS326 — and a "new" "Stringbag" which made its RNHF debut in May last year.

W5856 is actually the oldest in existence. A "Blackfish", like LS326, built by Blackburn Aircraft at Sherburn-in-Elmet, it first flew on Trafalgar Day, 1941, served for a year with the Mediterranean Fleet and was returned to Fairey's Stockport factory for refurbishment.

Used for advanced flying training and trials, the machine was

"They are meant to be seen in their natural element — in the air, not just racked up in museums. In the case of the Swordfish, one of its famous saving graces was that it was generally very easy to maintain and repair.

"And it was so versatile. They called it the 'Stringbag' not because it looked like it was held together with piano wire, but because of its ability to carry anything — you could strap any kind of armament to it. Torpedoes, rockets, bombs, depth charges — they even slung a radar underneath in the latter stages of the war."

Even so, airtime is strictly limited for these precious survivors of a type steeped in history. Each engine is lifted to about 250 hours total flying before it has to be completely overhauled — giving it five years of operating at 50 hours a year, within which

ment to what is bound to be seen as a peripheral part of the Fleet Air Arm's operation — though its value as a PR presence far outweighs the cost of the resources devoted to it.

"The rest of the FAA tolerate us — I think that's the correct expression!

"Having said that, both the Junior and Senior Rates who are drafted to the Flight thoroughly enjoy their tour with us and get a lot of satisfaction out of working on the aircraft — and from flying in them as well.

"Since they are being withdrawn next year, Drafty wanted to start trickling them out — but to a man they all wanted to stay to the bitter end."

Despite all the pressures currently crowding in upon it, the RNHF has enjoyed a lot of limelight lately. It played a full part in the D-Day commemorations — during the Fleet Review a film camera was mounted in a Swordfish to transmit the proceedings live to the United States, Australia and throughout Europe.

This attention is bound to be repeated next year, when the RN's aviation successes in the Far East theatres of World War II will focus interest on the Firefly.

1770 squadron's Fireflies were involved in the first major action by the Fleet Air Arm against the Japanese in January 1945, when oil refineries in Sumatra were set ablaze with rockets.

At the very end of the war Fireflies of 1771 Sqn were the first British aircraft to fly over Tokyo — and Mk 5s later saw action in Korea and Malaya.

Hugh Deuxberry's — "purely personal" — hope is that the Flight will one day be relocated alongside the FAA Museum at Yeovilton, allowing the public access it does not at present enjoy. Once it is fully self-financing, maybe this will happen.

● Donations to the Swordfish Heritage Trust may be made through FONA HQ, Yeovilton, Somerset BA22 8HL.

all wanted to stay to the bitter end."

then sent to Canada, used again for training and then stored in reserve after the war's end.

Passing through the hands of at least two civilian owners after disposal, it was purchased by Sir William Roberts for his Strathallan Collection — and then bought by British Aerospace for presentation to the Swordfish Heritage Trust.

The partly restored airframe went to BAe Brough for complete restoration to flying condition, the engine being "zero-houred" by Rolls-Royce at Filton. Both companies have invested superb craftsmanship in this aircraft, bringing it to "better than new" condition. With the help of a lot of loving care, Hugh Deuxberry is confident that all these superb examples of naval aviation's early glory days will be able to carry on flying more or less indefinitely.

a schedule of 30-40 shows has to be arranged.

"We try to combine one or two displays with the transit flight to the venues. The Swordfish cruises at only 90 knots — so we can go as far as Manchester, say.

"We've been asked to go up to Leuchars in Scotland this year — but we'll probably transport the aircraft by road to meet that one."

Static displays also form part of the profile — the RNHF has a third Swordfish used solely for this purpose. But these also require a heavy input of manpower. When the aircraft was exhibited outside St Paul's Cathedral to mark the D-Day anniversary almost all the Flight's strength was mobilised to guard it round the clock.

RNHF personnel have always shown a high degree of commit-

Celebrating Portsmouth's eight centuries

QUITE beautifully produced — and deservedly a local bestseller — is City Records Officer Sarah Quail's occasional paper to mark the 800th anniversary of *The Origins of Portsmouth and the First Charter* (£2.50 plus 68p pp).

This is more a tribute to the Norman landowner Jean de Gisors than to Richard I, the largely absentee monarch who officially granted the city its status and whose portrait adorns the front cover.

Jean may have been a crusader, and thus a typically brutal product of his times — the effigy on his tomb was that of a soldier. But throughout his remarkably long life, in the medieval context — he must have been in his mid-70s when he died — he was likewise remarkably generous to religious houses, such as Southwick Priory, recently excavated on the site of the present-day HMS Dryad.

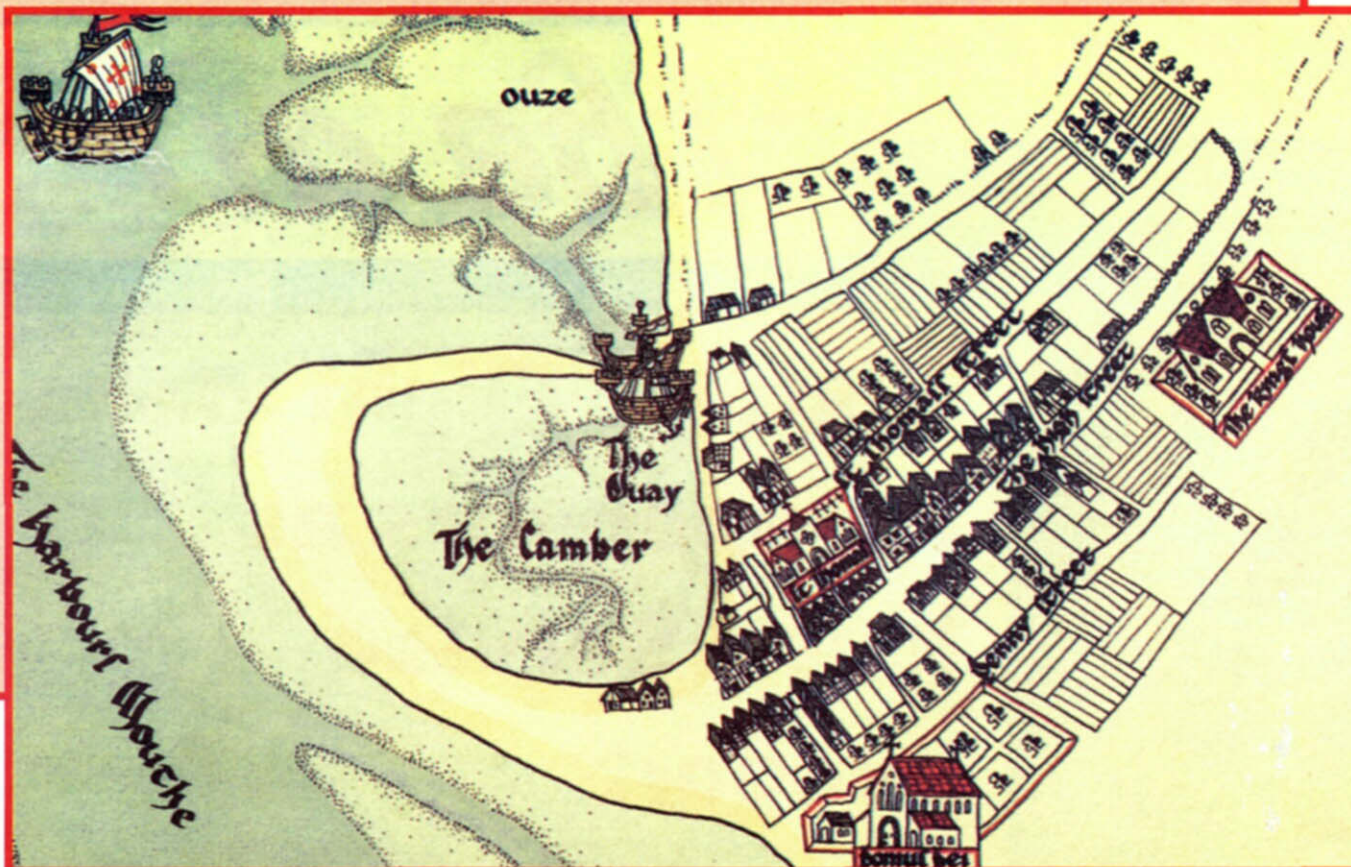
There is a charming post-

script to his story — a tiny document enclosed in a little box with a gold heart on its lid preserved in the Bibliothèque Historique de la Ville de Paris in which he declares his love for a young woman called Aeles de Lisle.

Enhanced

All the nice girls love a sailor . . . it is sweetly appropriate that the man who founded the principal port of the Royal Navy may have been a softy at heart.

This piece of closely detailed but highly readable scholarship is enhanced by the illustrations provided by Yvonne Hunt — both for this and for the Portsmouth 800 exhibition.



ORDINARY NAVAL AIRMEN

Foreword by

Vice Admiral Sir Donald Gibson KCB DSC JP.

"I was much honoured to be asked to contribute this foreword. It was the author and his generation who stepped forward and helped save civilisation when we were all a bit groggy."

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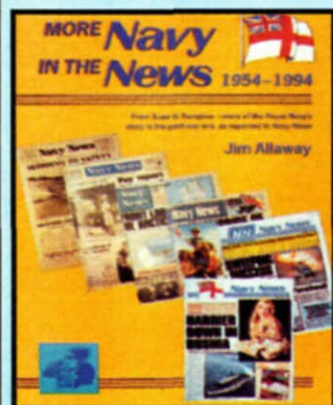
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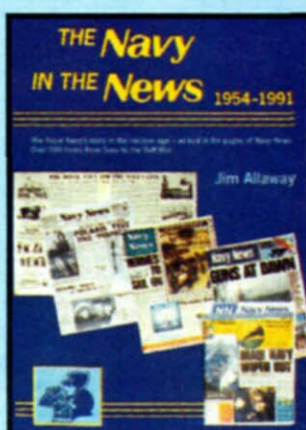
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TWO MORE monographs in the excellent Portsmouth Papers series are released by Portsmouth City Council — 64 have appeared since 1967, a third of them dealing with naval subjects while many more are of contingent interest.

All are available at £2.20 plus 60p postage from the City Records Office, 3 Museum Rd, Portsmouth PO1 2LE.

In **Portsmouth Dockyard and its Workers 1815-1875** Dr John Field throws new light on a manufacturing enterprise that was one of the wonders of the age.

By the end of the period covered, its activities spread over nearly 300 acres, within which laboured a body of men occasionally 5,000 strong. A typical Manchester cotton mill, by

contrast, might have employed two or three hundred.

These years witnessed enormous changes in naval technology, with the introduction of steam power, the screw propeller, ironclad vessels and the application of new manufacturing systems.

Management

Despite the power of tradition and continuity, these changes profoundly affected the workforce and managers of the Yard — so the parallels with the recent revolution in dockyard management are inevitable.

Drawing on a wide range of primary sources, this paper explores such issues as work processes, management and administration, trade union organisation, the co-operative movement, pilfering and em-

bezzlement and the Yard's wider impact on the life and government of the city.

The people drawn into this huge community needed refreshment — and with **Portsmouth Breweries Since 1847** Philip Eley brings up to date a story he began with **Portsmouth Breweries 1492-1847**, published in this series (No51) in 1988.

Brickwoods, the city's most successful brewing house, was "the supreme local exponent" of the strategy whereby the industry reacted to "government interference" — actually aimed at increasing consumption through its potential as a taxable commodity — by acquiring retail outlets and adopting new technology.

The company could still boast that all of its takeovers and mergers were arranged on a friendly basis — but national

combines ultimately brought about the end of Portsmouth beer-making on a commercial scale.

Pompey Royal

Today only one beer survives from the past — at least in name. "Pompey Royal" is still brewed in Hampshire, somewhat ironically at Gale's of Horndean, under contract with Whitbread.

The most unlikely surviving reminder of Portsmouth's brewing history may be found at the Derby Tavern at Stanshaw, where a window advertises the Phoenix Brewery, 90 years after its demise.

"It is not, however, an omen and Portsmouth is unlikely to see another significant brewery rise from the ashes. Leave it to CAMRA to call "shame".

— JFA

Sounds fading into history



Included on Alan Piner's recording are calls now regularly sounded only in training establishments; calls which may soon be lost for ever, warns Lt Col John Ware in his foreword.

BUGLER Alan Piner has put in 37 years' service to the Royal Marines — and his ancestors have racked up a total of 200 since the first joined in 1757.

A good choice then to record *Sound the Alert: A Day in the Life of a Royal Marines Bugler*, featuring the Band and Corps of Drums and narrated by Richard Baker.

The CD version contains a booklet packed with historical information, including musical transcription of the calls.

Fatigues

These were once given rhymes to help the bugler remember them. The one for "Fatigues" was "I call'd them, I call'd them; they wouldn't come, they wouldn't come; I call'd them, I call'd them; they wouldn't come at all."

Best of all is the story of the Polish Last Post. This is played in Krakow every day from the top of the church tower — to mark the

occasion when the city was put under siege by the Tartars in 1241 and a boy "bugler" was shot through the neck while playing the call.

It is now played with a very short note of E — marking the moment when the boy was struck. Coincidentally, the British Last Post also ends on an E.

Bugler Piner's poem "The Barracks by the Sea" is also included in this recording. When Eastney Barracks closed he and his son Adrian — currently serving in the same Corps of Drums — played Sunset for the last time at a concert at St Andrews Church.

● Available from the Royal Marines Museum, Eastney, Portsmouth, Hants at £10.75 (CD) and £6.75 (cassette) plus £1.95 pp.

SUBMARINERS' FATE SEALED BY THEIR CAPTAIN



HMS Tally-Ho's nastiest moment came when she was rammed by a Japanese torpedo boat, whose screw sliced up her port ballast tanks "like crackling on pork". Miraculously, she was still able to dive and survived the encounter. Bennington displays a fragment of the Japanese vessel's phosphor-bronze screw that got left behind.

MEMOIRS of U-boat officer Otto Giese *Shooting the War* (Leo Cooper £17.95) are supposed to suggest shooting with a camera — unusually, they carry over 100 good quality photographs taken by the author.

Also out of the ordinary is the fact that U-181 was one of the few German submarines which managed to link up with the Japanese in the latter stages of World War II.

On arrival in Penang, Giese found the Japanese attitude completely at odds with his experience of visiting Japan as a junior officer in the liner *ss Columbus* (the scuttling of which, off Cape Hatteras, to avoid capture by HMS *Hyperion*, is vividly described and illustrated).

"It was tolerant, occasionally arrogant, and loosened by liquor it could become aggressive. . . Then I had dealt with civilians. Now we were working with soldiers."

Villa garden

With Germany's surrender, U-181 was handed over to her "stonefaced" Axis allies. In the process, the boat's new officers were being instructed in the use of the 3.7cm anti-aircraft gun — and one turned the handle of the trigger by mistake, sending a shell into the garden of a villa owned by a rich Chinese.

It was a miracle that the barrel had not exploded, since it was stuffed with seawater-resistant grease — now spattered liberally over the Japanese men's tropical whites.

Giese and his comrades carried on fighting in the Malayan jungle until eventually captured by

the British and interned in Changi jail.

Operating in the Malacca Strait in the same period was one of the Royal Navy's most successful submarines, HMS *Tally-Ho*.

Remarkable boat

Ian Trenowden's 1974 history of this remarkable boat *The Hunting Submarine* has now been reissued by Crecy Books at £16.99.

Surrounded by enemy air bases and in badly charted shallow waters that many experts considered totally unsuitable for submarine operations, she took a heavy toll of enemy warships and supply vessels — in a single year sinking a greater tonnage than all other British submarines in this theatre.

This record was achieved in conditions of extreme discomfort. Prickly heat was rife in a boat that spent half the time submerged — her CO, Lt Cdr Leslie Bennington, DSO, DSC, was said by his crew to be able to navigate in a goldfish bowl.

Captured submarine crews risked summary execution by the Japanese and Bennington was determined to tie his own men's fate to the submarine's. Her escape hatches were fastened down with salvage clips — from the outside.

— JFA

Charity gains from video sales

TWO new videos commemorating the 50th anniversary of D-Day have been issued.

D-Day, June 6, 1944, *The Official Story*, (SSVC/Castle Communications plc) has been made in conjunction with the MOD and uses footage from the Imperial War Museum, The National Archives in Washington DC and from MOD archives. It also includes replica pages from *The Daily Herald* and *Daily Mirror* of June 7, 1944.

Contributions

Contributions from the sale of the video (£12.99), exclusive to W. H. Smith will go to Service charities.

D-Day, *The 50th Anniversary* (ITN) takes a behind-the-scenes look at the planning, rehearsal and actual-day experiences of the people taking part and includes interviews with veterans.

The video is available by mail order (£10.99 + £1 post and packing). Tel. 0829 741711 for further details.

Gibraltar to Cape Howe

IN a truly remarkable naval career spanning three decades, Henry Kane served in two World Wars — and the Russian Civil War!

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Written by Henry's grandson, James S. Kane, Henry's story is available from The Ulster Society, Banbridge Enterprise Centre, Scarva Rd Industrial Est, Banbridge, Co. Down, Northern Ireland BT32 3QD at £4.99 (plus £2.50 p&p). Tel 08206 25131.

Five of life's landmarks in one sitting!

Four Weddings and a Funeral: in the tradition of *The Execution of Charley Peace* or *Billy the Kid Meets Dracula* the film's title precisely sets out its agenda. The underlying teaser, of course, is the question as to who's for the altar and who's for the incinerator.

The hero is Hugh Grant, demonstrating a nice line in hesitant, self-deprecating charm, alongside a greased lighting social mobility (cockney sparrer for flatmate, millionaire for best friend); and the heroine is Andie McDowell, the cool American with a taste for irony, as when she itemises her 37 previous lovers.

"Gosh," says Hugh, not for the first time.

The five ceremonies of the title are the backdrop against which the couple meet, merge, part and meet again. The film's bitter-sweet mood (four parts sweet to one part bitter, just as the title implies) has proved a huge success with audiences, a success in which word of mouth seems to have been more of a factor than publicity department hype.

Sight-gags

Naked Gun 33% completes a trio of adventures from the case book of Frank Drebbin, the cop who makes Inspector Clouseau look as incisive as Inspector Morse. It's the formula as before; Leslie Nielsen marching deadpan through a fusillade of puns, sight-gags and outrageous situations.

The series' penchant for topical material doubles back on itself in this instance, in that the film's heroine is, all of a sudden, Michael Jackson's mother-in-law, while loitering among

Screen Scene



Kathleen Turner

the supporting cast is one O. J. Simpson, star of sportfield, screen and latterly high-security prison cell.

The opportunities all this presents for tasteless gags in *Naked Gun* — *The 4th Atrocity* are doubtless already bouncing around the scriptwriters' con-

ference table.

Tastelessness is one of the chief ingredients of *Serial Mom*, wherein Kathleen Turner plays a neat-as-a-pin suburban housewife, whose Home & Beauty exterior masks a rage which sees her gleefully graduating from making obscene phonecalls to murdering her neighbours en masse.

The humour is less broad, more pointedly satirical than that of *Naked Gun*, and parts of it are played, to a quite reckless degree, straight down the throats of the censors. That the movie classifies as outrageous rather than offensive is mainly due to its star, who maintains her dignity in situations at the outer limits of the 18-certificate.

Comedy of a more relaxed, less abrasive sort is to be found in *Grumpy Old Men*. The leading GOM are played by Jack Lemmon and Walter Matthau, renewing a partnership that's by now not far short of its 30th anniversary.

They play a pair of feuding neighbours — and after that, the script more or less writes itself, although two such wily old pros are virtually script-proof anyway. But do stick around for the end credits, during which the film deconstructs itself, with a selection of comically bungled out-takes.

— Bob Baker

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Notice Board

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at September 1, 1994.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during August.

CCMEAM — Int (20.1.92); 1; **CCMEAL** — Int (15.7.93); Nil; **CCMEALSM** — Int (6.7.93); Nil; **CCMEALSM** — Int (29.10.92); Nil; **CCWEADCS** — Int 1; **CCWEADCS** — Int (20.7.93); Nil; **CCWEADCS** — Int (13.11.92); Nil; **CCAEAM** — Int (1.5.92); Nil; **CCAEAR** — Int (1.9.93); Nil; **CCAEAR** — Int (1.9.91); Nil.

PO(EW)(O)(RS)(W) — 228; Nil; **LS(EW)(L)(O)(W)** — Int (14.7.92); Nil; **PO(M)** — Int (15.9.92); Nil; **LS(M)** — Int (10.11.92); 3; **PO(R)** — 324; 1; **LS(R)** — Int (14.7.92); Nil; **PO(S)** — Int (11.5.93); 1; **LS(S)** — 101; 3; **PO(D)** — 399; Nil; **LS(D)** — 586; Nil; **PO(MW)(O)** — Int (10.11.92); Nil; **LS(MW)** — 128; 1; **PO(SR)** — 319; Nil; **LS(SR)** — 309; Nil; **PO(SEA)** — 379; Nil; **POCY** — 463; Nil; **RO(T)** — 417; Nil; **POCY** — 395; Nil; **RO(G)** — 204; Nil; **POPT** — 328; 2; **RPO** — 341; Nil.

POMEM(L)(GS) — Int (18.10.92); 2; **LMEM(L)(GS)** — Int (3.2.93); 3; **POMEM(M)(GS)** — 585; Nil; **LMEM(M)(GS)** — 387; 3; **POMEM(O)(GS)** — 287; Nil; **LMEM(O)(GS)** — 108; Nil; **POMEM(R)(GS)** — Int (1.9.92); Nil; **LMEM(R)(GS)** — Int (3.3.93); Nil; **POCA** — 317; Nil; **POCK(GS)** — 375; 3; **LCK(GS)** — 190; 2; **POSTD(GS)** — 674; 1; **LSTD(GS)** — Int (18.6.92); Nil; **POSA(GS)** — 591; 3; **LSA(GS)** — 195; Nil; **POWTR(GS)** — 167; Nil; **LWTR(GS)** — Int (29.6.92); Nil.

POMA — 176; 2; **LMA** — Int (10.5.94); 2; **PO(SM)(O)** — 175; Nil; **LS(SM)** — 510; Nil; **PO(TS)(SM)** — 105; Nil; **LS(TS)(SM)** — 163; Nil; **PORS(SM)** — 389; Nil; **LRO(SM)** — 187; Nil; **POMEM(L)(SM)** — 435; Nil; **LMEM(L)(SM)** — 205; Nil; **POMEM(M)(SM)** — 935; Nil; **LMEM(M)(SM)** — 680; Nil; **PO(WSM)** — 481; Nil; **LOM(WSM)** — 341; Nil.

POWEM(R)(SM) — Int (3.11.92); Nil; **LWEM(R)(SM)** — 365; Nil; **PO(UW)(SM)** Dry; Nil; **POSA(SM)** — 304; Nil; **LSA(SM)** — Int (18.6.92); Nil.

POWTR(SM) — 164; Nil; **LWTR(SM)** — 103; Nil; **POCK(SM)** — Int; Nil; **LCK(SM)** — 958; Nil; **POSTD(SM)** — 541; Nil; **LSTD(SM)** — 903; Nil.

POA(AH) — 1046; Nil; **LA(AH)** — 896; Nil; **POA(METOC)** — Int; Nil; **LA(METOC)** — Int (28.1.94); 1; **POA(PHOT)** — 460; Nil; **POA(SE)** — 606; Nil; **LA(SE)** — 373; Nil; **POACMN** — 511; Nil; **POAEM(M)** — 442; 2; **LAEM(M)** — 490; Nil; **POAEM(R)** — 216; 1; **LAEM(R)** — 568; Nil.

POAEM(WL) — 520; 4; **LAEM(WL)** — 590; 6; **POAC** — Dry; Nil; **POWREN(R)** — 297; Nil; **LWREN(R)** — 236; Nil; **POWREN(RS)** — 472; Nil; **LWREN(RO)** — 386; Nil; **POWRENPT** — 385; Nil; **POWREN** — 156; Nil; **POWRENCK** — Int; Nil; **LWRENCK** — Int (18.2.93); Nil; **POWRENSTD** — 952; Nil; **LWRENSTD** — 233; Nil.

POWRENSA — 500; Nil; **LWRENSA** — 213; Nil; **POWRENWTR** — 221; Nil; **LWRENWTR** — Int (18.6.92); Nil; **POWRENWTR(G)** — 384; Nil; **LWRENWTR(G)** — Int (15.6.93); 1; **POWRENMETOC** — Int; Nil; **LWRENMETOC** — Int; Nil; **POWRENPHOT** — Int; Nil; **POWRENAEM(M)** — 531; Nil; **LWRENAEM(M)** — 432; Nil; **POWRENAEM(R)** — 155; Nil; **LWRENAEM(R)** — 489; Nil; **POWRENAEM(R)** — 563; Nil; **LWRENAEM(WL)** — 456; Nil; **POWRENETS** — 527; Nil; **LWRENETS** — 296; Nil; **LWRENTL** — 454; Nil; **POWRENWA** — 285; Nil; **LWRENWA** — 317; Nil; **POWRENDHYG** — 265; Nil; **POWRENSA** — 195; Nil; **LWRENSA** — 215; Nil; **POEN(G)** — Int (9.3.93); Nil; **LEN(G)** — Int (8.2.94); Nil; **PONN** — 77; Nil; **POMA(Q)** — 216; Nil; **LMA(Q)** — 109; Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int (16.12.93); Nil; **POWREN TEL** — 732; Nil.

In accordance with DCI(RN) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female shore roster.

Appointments

Rear Admiral J. R. Brigstocke to be promoted Vice Admiral and to be Flag Officer Surface Flotilla, 19 April 1995.

Capt P. M. Franklyn to be promoted Rear Admiral 14 Nov 1994 and to be Commander UK Task Group/Anti-Submarine Warfare Strike Force.

Capt J. F. Perowne to be promoted Rear Admiral, 4 Jan 1995 and to be Senior Naval Member of the Directing Staff, Royal College of Defence Studies.

Brig S. J. Pack, RM to be promoted Major General 4 Dec 1994 and to be commander British forces Gibraltar.

Cdr P. B. Hinchcliffe, Spartan in command, 13 Sept 1994.

Cdr T. J. A. Forster, Southampton in command, 23 Nov 1994.

Cdr N. Overington, Edinburgh in command, 14 July 1994.

Cdr C. A. Johnstone-Burt, Brazen in command, Dec 6.

Lt Cdr M. J. Malin, Beagle in command, Feb 14.

Lt Cdr S. J. Neil, Hurworth in command, Dec 15.

Deaths

Mne G. D. Butcher, 45 Cdo RM, Aug 13.
Ltcl L. M. Stephenson, RM, Comacchio Group, Aug 11.

Rear Admiral M. Searle, served 1914-56. Ships include HMS Nelson, Rodney Warship. Also served in HMS Sheffield as XO during the hunt for the Bismarck and during convoys to Malta and to the Arctic — mentioned in despatches. Aged 93.

Rear Admiral Sir Hugh Janion, Flag officer Royal Yachts 1975-81. World War II ships include HMS Rodney, London, Brocklesby. Served in HMS White Sand Bay during Malaya and Korea. Later commanded HMS Jewel, Aurora and Bristol. Aged 70.

F. Taylor and G. Herlthy, members of HMS Barham Survivors Association.

Capt Roger Lewis, mining expert who first dismantled the German magnetic mine dropped at Shoeburyness in Nov 1939. Ships include HMS Rodney (MID during Bismarck fight). Aged 85.

R. S. Tarbit, ex-SPO. Served HMS Serene 1944-45. Member of the Serene Association.

D. F. V. Craig, member of the Halton Apprentices Naval Wing Association. Aged 76.

P. Downes, ex-PO. Served in HMS Tyne on Arctic convoys and with the ill-fated PQ17. Also served in Burma and was awarded the Burma Star. Aged 83.

H. R. Dunn, ex-LSTK, HMNZS Leander. Served in HM submarines Tuna and Otway.

A. Derwin, ex-STD. Served 1971-78. Ships include HMS Fife and Devonshire. Aged 39.

S. Love, ex-CPOSTK. Served 1930-45. Survivor of HMS Glorious.

R. A. Berwick, BEM RNZN, ex-HMZNZ Leander. POSTK in HM submarines Thrasher and Tantalus.

C. A. Greep, ex-EA, based at Loch Long.

J. B. Mitchell, ex-RM. Served 1925-47. Ships include HMS Hood, Exeter (River Plate), Dido and Bonaventure. Aged 88.

P. Webbe, ex-Signaller FFS Aconit K58. Member of the Flower-class Corvette Association.

R. A. Hicks, served 1977-83. Ships include HMS Hecate, Woodlark and Hecia. Aged 39.

M. Brough, ex-LS. Ships include HMS Hermes, Galatea and Tenby. Member of the Tenby Association.

Lt J. W. Worthington, BEM, ex-assistant regional careers staff officer, east region. Aged 63.

F. Taylor, ex-LS. Served 1939-53. Aged 70.

R. L. Adams, ships include HMS Fowey and Vindex. Aged 68.

A. J. Cross, member of HMS Euryalus and George Cross Island Associations.

Ships also include HMS Musketeer and Melbreak.

Lt-Cdr D. T. 'Goldie' Goldsworthy, RANVR, mine disposal expert. Australia's most decorated naval officer of World War II. Aged 85.

C. W. Ford, DSC. Served in HMS Exeter and commanded MTB 632 in 55th Flotilla at Yarmouth — mentioned in despatches.

The deaths of the following members of the **Algerines Association** have been reported: **G. R. A. Fisher** (HMS Albacore), **G. Messenger** (HMS Chameleon) and **J. Ayr** (Belgian Algerines).

K. D. Freeman, Ex CPO, FAA. Ships include HMS Ark Royal, Bulwark, Galatea. Aged 64.

T. Barracough, Ex PO(L). Submariner in 'A', 'T' and 'S' classes and XE-Craft. Aged 66.

H. Gilroy ex LSG. Submarines include Ventura, Alfray, Amphion and Artful. Founder member Scotland NE SOCA.

S. J. (Steve) Dawson on August 8, aged 43. Ex-CCY, served 1976-94 RNR Manchester CTC and HMS Salford.

Swop Drafts

LSA Pye, HMS Manchester (tel. 0705 792104), deploying Jan. Will swop for any Devonport ship or squadron.

AB(S) Wollerton HMS Lancaster, 2050 and 2031 trained, drafted HMS Collingwood (RCY) in Oct. Will swop for any Plymouth shore establishment.

WEM(O) Done, HMS Brilliant, drafted HMS Neptune in Dec. Any swop considered except Scotland.

LRO(G) Burton, HMS Coventry, deploying Nov. Will swop for any Plymouth-based ship, deploying or not.

OM1(AW) Collins, Portsmouth naval base, ext 23382, drafted HMS London. Will swop for any Portsmouth shore base — anything considered.

MEM(L) Graham, HMS Cochrane (tel. 031 331 4768), drafted HMS Neptune in Sept. Will consider any swop — Falklands (NP2010), Plymouth, Portsmouth or Rosyth.

AB(EW) Rodgers, HMS Raleigh, Main Gate, ext 41250/41280, drafted HMS London in Nov. Will swop for any Plymouth or Portsmouth ship deploying.

WEM(R) Hall, HMS Chatham, drafted HMS York in Nov. Will swop for any Portsmouth or Plymouth ship, deploying or not, or any Portsmouth or Plymouth establishment.

LS(EW) Lawson, HMS Monmouth, deploying in Feb. Will swop for any other Type 23 in build or not deploying. Will also consider any Devonport shore base.

Promotions to Chief

AUTHORITY for promotion of the following rating to chief petty officer was issued by HMS Centurion in August:

OPERATIONS BRANCH
SEAMAN GROUP

To **CPO(R)** — G. J. Robinson (Dryad).

COMMUNICATIONS GROUP
REGULATING AND PT

To **CPOPT** — C. H. Stewart (Fearless).

SUPPLY AND SECRETARIAT

To **CPOCK** — M. A. Gladas (Dolphin), D. Canham (Neptune).

To **CPOSTD** — P. A. Hill (Raleigh), S. L. Fawcett (Neptune).

To **CPOSA** — C. Pearsall (Exchange RAF).

To **CPOWTR** — A. Peacock (Cornwall).

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

W. Tasker, ex-LSTK, Bloxwich Aged 70.
R. G. Poole, ex-FAA. Former chairman, vice-chairman, secretary and social secretary for Frome branch. Aged 67.

R. A. Hughes, Stoke-on-Trent and District. Aged 52.
A. C. Davoli, Nuneaton. Aged 63.

K. Coombes, BEM, ex-RM. Taunton branch. Ships include HMS Berwick, Duke of York and Glasgow. Aged 73.

W. Collier, Worthing, Chairman Sussex RNSOCA and a member of Gatwick. Served in HM submarines Torpedo, Scotsman, Sirdar and Tantivy.

R. Lamb, King's Lynn. Served in HMS Verdun, torpedoed twice in Indian Ocean. Member of the Burma Star Association. Aged 69.

D. Wilson, chairman of Newark. Aged 69.
P. Cook, ex-STK, Wivenhoe and Elmstead. Served in HMS Kenya and the submarine Trentant.

N. McCann, ex-TASI, Royal Tunbridge Wells.

MEDICAL BRANCHES
To **CPOMA** — R. G. Manwaring (Tamar).
SUBMARINE SERVICE
To **CPOMEM(M)** — J. C. Mills (Neptune), C. N. Reilly (Tireless).

FLEET AIR ARM
To **CPOAEM(M)** — J. Moat (899 Sqn).

FEMALE BRANCHES
To **CPOWTR** — S. L. Cunningham (Royal Household).
To **CPOW(SS)** — J. Richmond (Drake), C. R. Kemp (Tamar).

CHIEF PETTY OFFICER ARTIFICER
Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers in July:

To **ACPOMEA** — R. C. Atkins (Sultan), J. Bailey (Exeter), M. A. Hall (Chatham), S. P. Johansen (Exeter), P. J. Jones (Liverpool), A. Lambourne (Intrepid), D. G. Mantel (Sultan), D. S. Miles (Fearless), P. S. Mowlam (Sultan).

To **CPOMEA** — J. D. Braithwaite (Lancaster), A. W. Brown (Resolution Port), D. L. Hedges (Sultan), P. C. Male (Sultan).

To **CPOAEM(WL)** — J. P. Booth (829 FLT 203), A. E. Willis (815 FLT 200).

To **CPOAEM(M)** — M. J. Christopher (706 SQN Seahawk), D. A. Collins (Seahawk), V. G. O'Shaughnessy (Seahawk).

To **ACPOAEM(M)** — J. A. Ward (899 SQN Heron).

To **CPOWEA** — M. Brockbank (Collingwood), J. A. Clarke (Triumph), T. Shimmion (Westminster), R. Whittington (Brave).

To **ACPOWEA** — D. C. Faulkner (Campbelltown), D. B. Lewis (Drake).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by Captain Naval Drafting in August for the following ratings to be advanced to Acting Charge Chief Artificer:

To **ACCMEA** — J. C. Wheatley (Portsmouth FMRO).

To **ACCWEA** — D. M. Snell (BF Gibraltar NE).

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Naafi cuppa goes public

NAAFI tea, the brew beloved by the Senior Service for over 70 years, is finally on sale in the High Street.

Still blended at Amesbury, 280 million tea bags are sold around the world each year. Naafi char is now available through shops in the national Independent Supermarkets Association (NISA).

Museum under new direction

CDR Jeff Tall, has succeeded Cdr Richard Compton-Hall RN (ret'd) as Director of the RN Submarine Museum at Gosport.

In the past he has commanded all three types of RN submarine — conventional, Polaris and nuclear Fleet — and was Submarine Staff Officer to Admiral Sandy Woodward in HMS Hermes during the

CAVALIER BACK IN BUSINESS

FOR THE first time for seven years, the wartime destroyer HMS Cavalier has been opened to the public.

Plan to save historic aircraft

FORMER Navy air mechanic Ray (Mac) McElwain proudly shows off one of two rare Westland S51 Dragonfly helicopters he plans to restore.

The last time Mac worked on the Dragonfly was in 1956 when he was serving at HMS Daedalus, Lee-on-Solent. He spotted the aircraft at a car breakers and persuaded the owner to sell them.

Now he has to find volunteers to help him rebuild one complete aircraft from the two. He will also need parts — rotor blades, suitable tyres, most of the instruments and a service manual.

He is seeking sponsorship for his project which he will undertake at a local air museum near his home in Yorkshire. He would be grateful for offers of help (tel. 0653 600015 during office hours).



'SEA PIG' GIFT

AN EXAMPLE of an Italian manned torpedo has been presented to the Royal Navy Submarine Museum — in the presence of one of the men who used the type against the British during the Second World War.

The Maiale, or Sea Pig, was presented by the Italian Naval Attaché, Rear Admiral Mario Maguolo, to Rear Admiral Tony Whetstone, chairman of the museum trustees.

Among the veteran human torpedo operators present was Admiral Gino Birindelli, who was awarded the Italian equivalent of the Victoria Cross in recognition of his daring attacks on British warships before he was eventually captured during an assault on shipping at Gibraltar.

The courage of the Maiale crews was admired by friends and foes, the British developing their own version of the craft — the two-man Chariot.

Two Chariot crewmen also watched the presentation — Len Berey DSM and Geoff Larkin VRD, who together rode into Tripoli harbour in 1942. Berey's second mission in 1944 was supported by the Italian Maiale unit based at Taranto.

The handover ceremony was timed to coincide with the visit to Portsmouth of the Italian destroyer Francesco Mimbelli.

To mark the 50th anniversary of her launch and completion in 1944, Cavalier's owners, South Tyneside Council, staged a week-long programme of celebrations at the end of August during which members of the public were able to visit the ship at her new dry dock berth at Hebburn shipyard.

The last surviving wartime destroyer has been refurbished at a cost of £42,000 and is now the centrepiece of a shipbuilding exhibition project expected to cost at least £25 million.

One of the highlights of the week's events was a commemorative parade and service of remembrance in which more than 200 members of the HMS Cavalier Association took part.

Saved

On August 27 former Cavaliers had their old ship to themselves and in the evening attended an anniversary dinner-dance organised in conjunction with the local authority.

HMS Cavalier was finally decommissioned in 1972 — after 28 years' service. Laid up in reserve at Chatham for five years, she was saved from the breakers by the setting up of the HMS Cavalier Trust.

Initially she was towed to Southampton where there were plans to turn her into a floating museum. In 1983 she was moved to Brighton but, although up to 1,000 a day visited her, the project was dogged by financial difficulties.

South Tyneside bought her for £70,000 in 1986 and now,

more than 20 years after her decommissioning, the northern project seems to have secured Cavalier's future as a museum ship.



HMS Cavalier — spruced up for her public.

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ABOVE: HMS Newcastle arrives at Spillers Wharf for her five-day visit to Newcastle.

RIGHT: The Lord Mayor of Newcastle inspects the guard during the parade to exercise the ship's Freedom of the City.

LEFT: CPO Keith Woolven attaches RN stickers to the wheelchair of a pupil at Percy Hedley School for children with cerebral palsy. The ship's company raised £1,000 for the school and handed it over during their visit.

Pictures: LA(PHOT)
Mark Histed



Newcastle in starring role

MAKING HER TENTH home town visit in the 16 years since she was first commissioned, HMS Newcastle found that the Geordie welcome had anything but lessened.

The traditional warmth of her reception by the City of Newcastle was overwhelming during the Type 42 destroyer's five-day, five-star stay at Spillers Wharf, near her birthplace on the Tyne.

Crowds turned out to line the route when the ship's company exercised the Freedom of the City, the Lord Mayor taking the salute and inspecting Divisions. When the parade was over, 250 officers and men were guests at a civic reception.

The ship did not visit empty handed — a total of almost £5,000 was handed over to

special schools, a hospital and cancer research.

The largest single amount — £1,900 for the Marie Curie Cancer Research Fund — was raised by MEMs Darren Leverington, Paul Trueman and Peter Ethell who had undertaken a ten-day, 540-mile sponsored cycle ride from Portsmouth to Newcastle.

Special labels

Other cheques, each for £1,000, were presented to Percy Hedley School for children with cerebral palsy and speech difficulties, Parkway School for children with mental handicaps, and — by the POs Mess

— to the Children's Ward of Newcastle General Hospital.

Traditional hospitality in the form of Newcastle Brown Ale was on offer during a visit to Scottish and Newcastle Breweries, while the last three bottles of a specially labelled brew — bearing a picture of HMS Newcastle — were presented to the commanding officer, Capt Alan Massey.

Among other events, the ship held an "Access to Excellence" event which gave major civilian employers and employment agencies in the North-East an opportunity to appreciate at first hand the qualities and skills gained through naval training and service.

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AGAINST the background of the Tyne Bridge, HMS Newcastle's Lynx helicopter drops in to receive a gift of Newcastle Brown Ale from Alastair Wilson, managing director of Newcastle Breweries, and Harold McDonald, Brewery Bars manager. The bottle being handed to the pilot, Lt Rob Scott, is one of the last of three specially labelled and bearing a picture of HMS Newcastle.

In search of the body beautiful

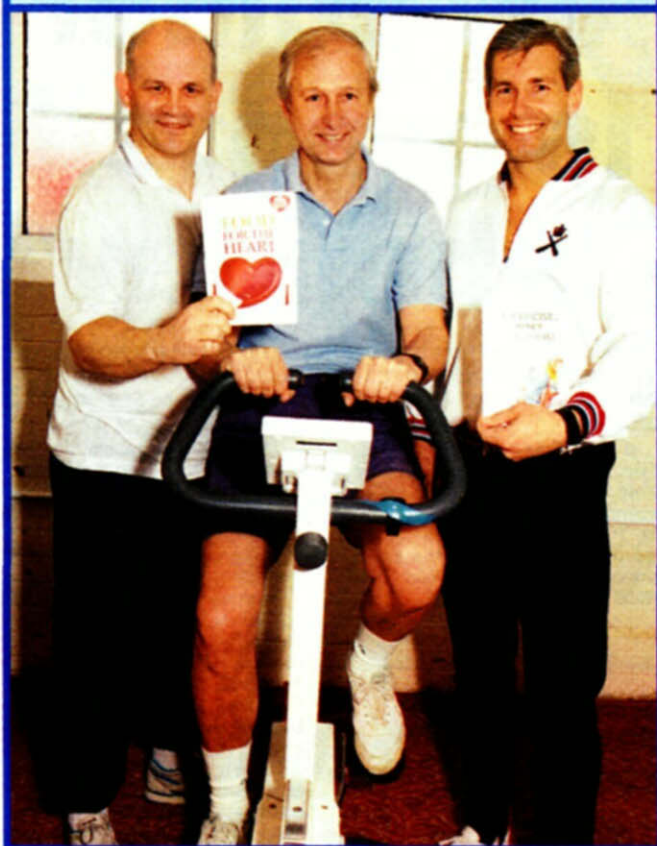
Fortifying over 40s

FIRST to volunteer for the 40-plus fitness test in HMS Drake was naval base commander, Commodore Mike Johnson (centre), who received plenty of encouragement from POPT Clive Barnes and Captain Base Personnel, Capt Simon Goodall.

Following last year's issue of the Healthy Living booklet, RN personnel have been encouraged to improve their physical fitness.

This simple 15-minute test carried out by PT staff in HMS Drake is designed to measure personal fitness levels, taking into account age and weight.

More of Drake's over-40s are invited to follow the example of the commodore and captain who have already booked in for a "refit" in four months time.



Nelson offers the full MOT

POPT Marty Farrow encourages Flag Officer Portsmouth, Rear Admiral Neil Rankin, to pedal just that little bit harder during the opening of HMS Nelson's fitness suite.

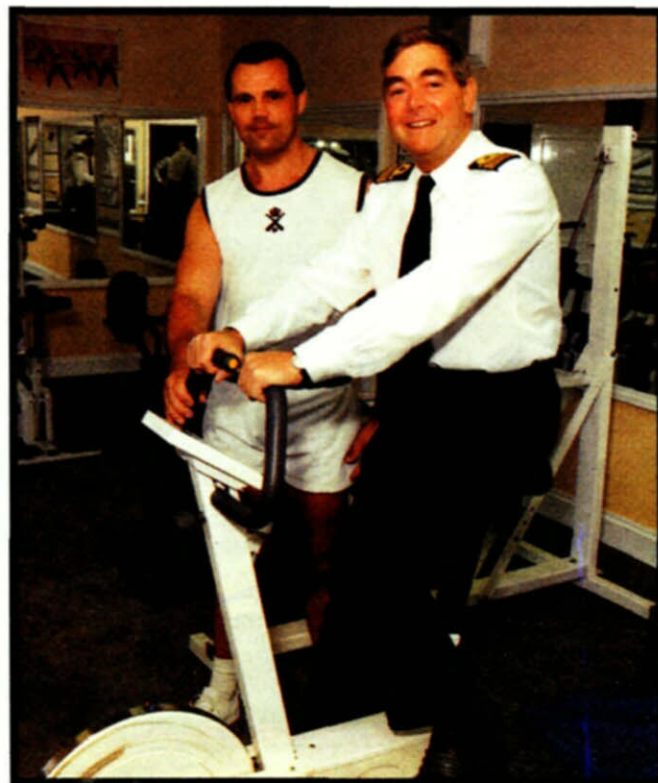
A grant of £30,000 from the Leisure and Amenities Fund has paid for the refurbishment of the fitness suite, the installation of a new sauna and the building of a purpose-built fitness assessment and counselling studio.

Carried out in the strictest privacy, and by qualified staff, the physical MOT takes just over 45 minutes and includes blood pressure check, anthropometric measurement, ventilatory capacity check, body composition measurement, aerobic capacity test, flexibility measurement, grip strength test and postural endurance assessment.

Once the test has been completed all personnel will receive their own six-page personal fitness profile. They can then take advantage, if they wish, of the exercise counselling service which includes personal advice on appropriate exercise programmes and instruction and guidelines on diet and nutrition.

Since opening, over 100 people (including two unfit members of staff from Navy News) have taken advantage of the fitness assessment and

POPT Farrow hopes many more personnel, both RN and civilian, will put in for their MOT. Contact him on Portsmouth naval base, ext 24151/24484, for further details.



PTs turn on the heat

CHAMPION hurdler Sally Gunnell doffs a cap to the sporting expertise of Lt Cdr Andy Gregory and Cdr Terry Le Manquais (formerly Deputy Director Physical Training and Sport) from HMS Temeraire at the launch of the TV programme "Body Heat".

The series, produced by Action Time for Central Television, aims to find the fittest male/female team in the UK and featured both RN personnel and locations.

Hosted by Mike Smith, together with Sally Gunnell and England rugby international Jeremy Guscott, a team of RN PTs assisted throughout the series and were present at the grand final in Spain, due to be screened on Friday, Sept 9.

The RN team (inset) included back, from left, LWPTs Louise Richardson, Mandy Canny, Janine Burns, Jo Dobson and Angie Redpath; front, from left, POPTs Gary Aldridge and Cas Clay, CPOPT Vic Jones, POPT Mai Badham and Cpl Ross Barbour. Not pictured are LPT Anthony Taylor and LWPT Nicky Morris.



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Matthew's on the road to success

TAKING life one step at a time is nine-year-old Matthew McGillicuddy who, thanks to the RNBT now has an orthotic walking trainer to help him on his way.

Matthew, who lives with his Mum Mary in Cornwall, does not have the use of his lower body because of cerebral palsy and has to attend a special school in Plymouth.

Two years ago Mary McGillicuddy heard of an organisation in West Yorkshire that made walking aids for children like Matthew and immediately asked the help of the David Hart Clinic in Keighley.

The cost of the equipment was over £1,000 and because the orthotic walking trainer is made-to-measure Matthew was put on their waiting list.

In the meantime Mary approached the grants' committee who considered what help they could give. They awarded a £600 grant towards the cost and contacted the Royal British Legion and SSAFA to see if they could also offer assistance. Both organisations responded with grants of £350 and £250 respectively.

The RNBT and SSAFA also awarded grants to enable Matthew to attend productive therapy sessions in London while waiting for the trainer.

Now, after a two-and-a-half year wait, Matthew has finally received his walking aid. He is able to take a few independent steps and is gaining more strength in his upper body and legs.



● Matthew McGillicuddy takes a walk in the sunshine with his friend Emma Anderson.
Picture: The Evening Herald



● Tommy Gould (right) with Major David Jamieson outside The Lodge Hotel, Old Hunstanton.
Picture: Evan Williams

VC holder is granted a holiday

THERE was a chance to swap wartime experiences when Tommy Gould and Major David Jamieson, both holders of the VC, met up while Tommy was on holiday in Hunstanton.

A serious stomach operation left former submariner Tommy in need of a well-earned rest and when SSAFA in Peterborough heard he would benefit from a recuperative break they asked the RNBT to help.

They responded immediately with a grant which enabled him to enjoy a break at The Lodge Hotel, Old Hunstanton, where he was visited by Major Jamieson who lives nearby.

Tommy was awarded his VC for his role in clearing an unexploded bomb from the submarine HMS Thrasher. On Feb 16 1942, while on patrol off Candia, HMS Thrasher attacked and damaged an escorted supply ship. Surface and air escorts counter-attacked and damaged the submarine, putting a large hole in her gun platform and dropping a 100lb bomb which landed on the forecasing without exploding.

After the attack Tommy, along with Lt Roberts and S/Lt Fitzgerald, were assigned to move the bomb to the bow and drop it overboard. This was accomplished but on examination of the forecasing a second unexploded bomb was discovered in the hold of the gun tower casing.

Tommy managed to cradle the second bomb as he was dragged through the casing to the bow where it was disposed of.

For his part in the operation Tommy was awarded the Victoria Cross, as was Lt Roberts.

Some good news on the horizon

THANKS to a grant from the Submarine Memorial Fund former Leading Signaller Vivian Bentley is now able to spend his time catching up on his reading with the help of a Horizon TV Reader.

Vivian, who served in submarines from 1940-47, suffers from macula degeneration, arthritis and osteosis which affects his spinal column.

He is also registered blind but found that he could still read using the Horizon TV Reader.

Unfortunately he could not afford to buy the equipment himself but a fellow former submariner contacted the RNBT on his behalf to see if they could offer assistance.

The grants' committee asked SSAFA to investigate the case and as a result he was awarded £280 to buy the reader.



● Vivian Bentley researches submarine history with the help of his Horizon TV Reader.

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DADS OF A GUN!

BODMIN carnival went with a bang when the RNA Field Gun Crew took to the streets firing broadsides from a bird scarer.

Their weaponry skills, stamina and classic rig won them third prize from Bodmin and a cup for first prize at Blazey carnival.

The jolly crew are (from left): Shipmates Brian Keenan, Vic Cornwell, Ernie Johnson, Mike Frost, Bill Madgwick (80) and Stan Parkyn.



Mitcham, Morden & Wimbledon

From pub to hall of fame

THOSE KEEN to form their own RNA branch, but who may feel daunted, can take heart from the success story of Mitcham, Morden and Wimbledon branch, launched by four ex-ratings who happened to enjoy meeting for a drink in a local pub.

Having little money but a big desire to stick together and keep in touch with their naval roots, the four founder members held branch meetings, rent free, in a local pub.

From this modest beginning

Branch of the Month

in 1975 the branch kept on expanding and the day arrived when larger, more permanent accommodation was needed.

As the search for suitable premises got underway, a Scout hall — virtually a shell — became vacant. Cash was quickly raised for the long-term lease of Atlasta Hall and the work of refurbishing was taken on by members.

Thanks to their collective skills, Mitcham, Morden and Wimbledon branch is today proud of its splendid clubhouse which boasts every facility.

Models

Scale models of ships and other memorabilia adorn the walls, and there is an "In Memorium" corner where each member who has crossed the bar is listed on a brass plate attached to a huge anchor.

Boasting a membership of 130 from every branch of sea service, new members are made welcome and the club's social programme on Saturday nights is proving a big attraction.

Atlasta Hall is in Colwood Gardens, the second turning left off Christchurch Road from Collier's Wood underground station, SW19.

Those who wish to join should contact the secretary, Shipmate A.W. Austin, 45 Monarch Parade, London Road, Mitcham, Surrey CR3 4HA.

Coventry memorial clean-up

IN BRIEF

MEMBERS of Birmingham Shard End congratulate No. 8 Area conference committee for making the 1994 conference held in Birmingham such a great weekend.

A SUCCESSFUL "horseracing" evening organised by Yeovil branch raised funds for Verrington Hospital. The raffle prizes, thanks to Shipmate Chic Fowler, were donated.

THE presentation of a rare print to The Royal British Legion was attended by members of Netley and District branch. The print was presented by Mrs Ethel Flint, whose husband Sidney George was lost in HMS Hood.

HERNE BAY branch, which has close links with the local Sea Cadet unit, were delighted when two cadets they had sponsored for sail training visited the branch to report back.

REDRUTH and Camborne branch organised a successful Open Day, offering a wide variety of stalls, competitions and a barbecue.

AN ITEM submitted to Navy News by Shipmate Tony Morris of Sidcup branch has resulted in the sprucing up of an apparently neglected memorial to HMS Coventry.

Shipmate Morris was responsible for a report in June's issue of Navy News which revealed that the memorial, to the destroyer lost in the Falklands War, was in a poor state in the grounds of Coventry Cathedral.

As a result Coventry branch took action. Their own memorial to the ship, and that of the people of Coventry, is in Holy Trinity Church, Broadgate. They had been unaware of the plaque which had been sited in the cathedral grounds by the Junior Chamber of Commerce of five cities.

The branch contacted the cathedral maintenance staff and were given an assurance that the memorial would be restored and looked after.

Wigston

During Warship Week in the Second World War, the towns of Oadby and Wigston, raised money to equip HM ships Spheene (Oadby), and Speedy (Wigston), the original plaques of which are in the safe keeping of Wigston branch.

To commemorate Warship Week, the branch held a social at which replicas of the plaques, mounted on board made by Shipmate Bill Wenlock,

were presented to the Borough Council.

The occasion was attended by branch president Dr Gerald Ward; chairman, Shipmate Mike McIlroy and by the Mayor of Oadby and Wigston.

Branch News

Edmonton

To celebrate its 60th anniversary, the branch is planning a dinner dance in December and a special parade next summer. Those who wish to take part are asked to contact the secretary, Shipmate Roy Jordan, c/o The Royal British Legion, 287 Fore Street, Edmonton, London N9.

Portsmouth

Donations and raffles held by the branch raised £1,200 to buy equipment for the Radiotherapy Unit of St Mary's Hospital, Portsmouth. The cheque was presented by the chairman of the RN old Comrades Club and RNA branch, Shipmate D. Daniels, and by committee member, Shipmate L. A. Holmes.

Hinckley

D-Day remembrance was combined with the laying up of two standards. RNA and Royal British Legion branches from the Midlands area and Combined Services branches from many parts of the country took part.

Stratford

There was a good turn-out for a service of remembrance and thanksgiving organised by Stratford upon Avon branch to mark the 50th anniversary of D-Day.

To music by Avon Youth Military Band, veterans parad-

ed through the town to the Garden of Remembrance where a service, attended by the Mayor and Mayoress, was conducted by the branch chaplain, the Rev. Vernon S. Nicholls, former Bishop of Sodor and Man. A collection at the service raised £227 for the Central Charities Fund.

Birkenhead

Survivors of the German wartime submarine U-453, and members of the crews of the destroyers which sank it in 1944 — HM ships Termagant, Tenacious and Liddesdale, have over the years established a firm friendship.

To mark the anniversary of D-Day, a party of their German oppos were royally entertained by former crew members of the destroyers, including Shipmate A Kirkby of Bolton branch and members of Birkenhead branch.

The visitors and their wives enjoyed sightseeing trips to the Lake District, York and Liverpool where they saw the Battle of the Atlantic headquarters. They also visited HMS Plymouth in Birkenhead and the submarine HMS Onyx.

No. 4 Area

At the Area quarterly meeting, representatives of 33 branches were told that final arrangements for the laying up of the old Area standard were completed. The standard will be laid up in the historic Lord Mayor's Chapel, Bristol on November 6. With space restricted guests will be limited to about 200 and six branch standards.

Peterborough

Members took part in an impressive parade to mark the 50th anniversary of D-Day. Over 500 veterans marched to

the cathedral to music by the Band of the Royal Anglian Regiment and Peterborough Sea Cadet Band.

After the service the salute at the Town Hall was taken by Lord Lieutenant James Crowden, accompanied by veterans Douglas Eden, Henry Hahn and Shipmate Dennis Howlett — a branch member.

Plymouth

At a ceremony organised by the branch to mark the end of the Tot, Duty Rum Bosun, Shipmate Carl Beeson, gave an issue of rum to all entitled to draw same.

Members sent best wishes to Devonport Field Gun Crew who returned from the Royal Tournament with three of the four trophies.

At a recent meeting Shipmate Ann Stewart was awarded a certificate of appreciation for her work for the branch. Present was the youngest member, Wren Debbie Beeson, who had completed her first tour of duty in HMS Glasgow.

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DOUBLE LOSS

THE Association has suffered the loss of two prominent and popular members within a few weeks.

Shipmate Jack Needle, president of No. 5 Area crossed the bar on July 10, followed on August 9 by Shipmate Peter Trilsbach, president of Greenford branch and the national ceremonial officer.

Shipmate Trilsbach, a former Royal Marines Comman-

do and member of the HMS Kenya Association, was a life member and former chairman of Greenford.

Shipmate Needle was held in high regard throughout his area and beyond, and had been an active member of the Association for 35 years. He had been Area president for more than five years.

His death was announced at the service and parade following Annual Conference at Birmingham.



Calling Old Shipmates

HMS Hermes, 2K2 Mess (1978-79): Mick Sherlock, c/o 4 Castle Mead, Boxmoor, Hemel Hempstead, Herts HP1 1PR (tel. 0442 258591 or 0442 259813) would like to hear from Mick Whitehead and Billy Butcher.

HMS Warwick, Feb 20 1944: The Harbour Commissioners at Padstow plan to unveil a plaque to commemorate the small boats who took part in the rescue of Warwick survivors and would like as many survivors as possible to be present. If you have not already been contact ring Bill Pratt on 0789 205944 for details.

HMS Brissenden and Exmoor: Mr B. Johnson, 39 Culworth Crescent, Sunnyside, Northampton, NN2 8NL, would like to know if there are associations for the above-named ships.

HMS Collingwood, W/T Class (Sept 1942-March 1943): Len Lloyd (tel. 0384 214786) would like to hear from old classmates.

HMS Slinger: Mr J. P. Lawson, 52 Rokeby Ave, Hull HU4 7NA (tel. 0482 53494), would like to hear from old shipmates. A reunion to commemorate the 50th anniversary of the Sakishima (Okinawa) action by the British Pacific Fleet (the Forgiven Fleet) will be held next year.

HMS Opposum F33: Harry Catterson, 27 Rissington Walk, Thornaby, Stockton-on-Tees, Cleveland TS17 9JQ (tel. 0642 763918), would like to hear from old shipmates with a view to attending reunions.

HMM 216, Sept 1944: The CO, Adrian Martin, Flinstone Lodge, Fore St, Otterton, Devon EX9 7HB (tel. 0395 567857), would like to hear from any survivors.

HMS Morecambe Bay, Far East Station (1951-54): Geoff Harrison, 1 Fritham Rd, Harefield, Southamptn, Hants SO18 5GG (tel. 0703 466262), would like to hear from old shipmates with a view to attending reunions.

Bounty Boys Assn: For information about the associations and future reunions contact Jack Brown, 115 Eversleigh Rd, London SW11 5UY (tel. 071-228 7237).

HMS Ursa (1944-46): Former AB G. W. Robinson, 56 Barringtons, Sutton Rd, Southend-on-Sea, Essex SS2 5NA (tel. 0702 467247) would like to hear from old shipmates, in particular John Frater.

HMS Ganges (1955) and HMS Mounts Bay (1956-57): Rick Tiernan, 133 Trescott Rd, Northfield, Birmingham B31 5QB (tel. 021 475 0587) would like to hear from old shipmates with a view to attending a Ganges 50th anniversary reunion at Lowestoft next year.

HMS Londonderry: Organisers in Londonderry are planning to celebrate the end of the Second World War next year and would like to contact as many old shipmates as possible. Contact W. V. Crockett, 29 Broadway, Higher Bebbington, Wirral, Merseyside L63 5NQ.

HMS King George V (1944-46): Monty Cook, 2 Tyne Rd, Milford, Auckland 9, New Zealand, would like to hear from old shipmates, in particular Slinger Woods, Norman Snape, Ron Stacey and Paddy Heal.

HMS Cairo: Jock Harris, 72 St Leonards Caravan Park, Ringwood Rd, West Moors, Ferndown, Dorset BH22 0AQ (tel. 0202 894121), would like to hear from old shipmates.

HMS Whitesand Bay Assn are looking for old shipmates who served on board between 1945-56. Contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD (tel. 0442 63405).

HMS Albion (1966-68) and HMS Sultan (1980): Frank (Barney) Barnett, 1 Athol Terrace, Dover CT16 1LT, would like to hear from "Debbie" Reynolds, a former Mechanician Instructor.

HMS Kent, Trincomalee, 1940: Former STD G. P. Cullen, 1 Floors Close, Poplar

E14 6DX, would like to hear from old shipmates, in particular Ted (Ginger) Joiner, Billy Gilbert, Harry Groves, Stan Pennicott, Harry Heath and Hooky Walker.

HMS Papua, 1944 commission: A. D. Mayo, 1 Kirkwood Gardens, 9 Gordon Pirrie Crescent, New Germany, 3610, Natal, RSA, would like to hear from old shipmates, in particular the navigating officer Lt Francis RNR.

HMS Anking survivors: William Capseed, 17 Birtwhistle Ave, Colne, Lancs BB8 9RS (tel. 0282 861017), would like to hear from old shipmates, in particular Dick May, from Bootle, Liverpool.

LST 322, D-Day landings: Former CPO ERA J. Weeks, 17 Purton Rd, Moreton, Swindon, Wilts, would like to hear from Supply PO Leonard Mills who came from Whitchurch, Cardiff.

MTB 622, sunk March 10, 1943: Former TEL Alfred Solomon, 70 Queenswood Ave, Wallington, Surrey SM6 8HS (tel. 081-647 7174), would like to hear from survivors.

HMS Avon Vale, D-Day: D. Seer, 60 Lawrence Hill Ave, Newport, Gwent NP9 9BQ, would like to hear from old shipmates and from anyone who has information about the ship's role during the D-Day landings.

BYMS 2154, commissioned San Diego, Jan 1944, mined Boulogne, Oct 1944: Former First Lieutenant Barry Clayton, 1 Park Lands, Blandford Forum, Dorset DT11 7BA (tel. 0258 452751), would like to hear from old shipmates.

376 Kings Squad RM (1939-40): C. Earl, 2 Maple Close, The Willows, Gayton, Kings Lynn, Norfolk PE32 1UP (tel. 0553 636 861), would like to hear from squadmates who trained under MTI Sgt Nutty Gosling.

HMS Edgerton: Edward Freathy, Elm-bank, Marlow Rd, Bourne End, Bucks SL8 5NL (tel. 0628 523711), would like to hear from the ship's company of 1956. A 40th anniversary reunion is being planned for 1996.

HM ships Danae, Pembroke and Scylla: Alan Dixon, 1 Forest House Farm, Back Lane, Ollerton, Nr Newark, Notts would like cap ribbons for the above-named ships.

RNSQ Shotley (HMS Ganges): John R. Hailey, 1a Ashurst Walk, Croydon, Surrey CRO 7JX (tel. 081 656 7167) would like to hear from any member of the Medical or Sick Berth staff who served in the Sick Quarters of which Mr Hailey is writing a history.

Former RAF Wing Cdr S. C. Kearn, 1 The Moorlands, Devizes, Wilt SN10 5HF seeks his old friend Edward John Smith who joined the Navy at the same time as Wg Cde Kearn joined the RAF in 1934.

ss Khedive Ismail: Lt Cdr L. G. Hooke RNR (ret'd) would like to contact the writer of a letter to Sheila Hammett following her letter to Navy News about the memorial to the 20 Wrens who died when the Khedive Ismail was sunk by the Japanese submarine I27 off Mombasa in 1943. The writer of the letter, who remained anonymous, is invited to contact Lt Cdr Hooke at 3 Kiln Gdns, Hartley Wintney, Hants RG27 8RG (tel. 0252 843263 at home or 0252 549334 at his office).

HMS Bigbury Bay: Carl Beeson, 8A Sea View Terrace, Lipson, Plymouth PL4 8RL is researching the history of the ship and seeks information.

HMS Quantock: J. W. Turner (tel. 0298 77541) has available three 6x4 photographs of the Hunt-class destroyer as well as the negative which he is prepared to lend.

War-time sailor Bill Marshall is being sought on behalf of his former foster parents by former Wren Margaret Gauntlett of 76 Long Mynd Ave, Up Hatherley, Cheltenham, Glos GL51 5QS. Mr Marshall's foster parents, Lillian Ellen and Sydney William Holmes, returned to Canada in 1946-47.

Missing album: Peter Norster, 27 Croft Rd, Weston, Portland, Dorset DT5 2HQ is appealing for a blue-coloured photo album which his father lost while at HMS Drake in 1950-53. The album contains pictures taken during Mr Norster's war service, including aircraft crashing on HMS Victorious and POWs from the Bismarck.

LCT 700: Mrs M. A. Tomkinson, 80 Marlborough Rd, Brynmill, Swansea SA2 0DY (tel. 0792 465021), whose father was a POMM in LCT 700 during the D-Day landings on Juno Beach, is seeking a photograph and any information about the craft.

LST 409: Bob Collins, Ramree, 78 Alexandra Rd, Bridport, Dorset DT6 5AL (tel. 0308 422367) would like to hear from the CO of LST 409 during D-Day and the rest of the Normandy campaign.

CPO Cook Richard Edwards. The daughter of the late Mr Edwards is seeking information about her father's war service, including the ship in which he served, one of which was HMS Nelson. Mr Edwards lived at Adelphi St, Birkenhead. His daughter, Mrs B. Thomas, may be contacted at 21 Winston Drive, Nottorum, Merseyside L43 9RU.

Marine Mechanic George Charles Fish. The son of the late Mr Fish seeks information on the war service of his father who served in HM ships and bases Tilly, Din-saur, Cobra, Odyssey, St Angelo, Eurocydon, Aurora, Victory and Dartmouth. Mr Richard Fish can be contacted at Apt 105, 32120 Peardonville Rd, Clearbrook, British Columbia, Canada.

Stoker Ronald Price. Mr J. A. Slater, 9 The Portway, Kingswinford, W. Midlands DY6 8HD, is seeking information about his relative, Ronald Price, who died during WW2. Among Mr Price's ships was HMS Kite, sunk in 1944.

Alan Goldsmith. Mrs M. Rogers, 13 Glas-tonbury Place, Benton Estate, Newcastle upon Tyne NE12 8HH, wishes to contact old shipmates of her late father, Alan Goldsmith, who joined HMS Raleigh from Gates-head in 1941 and was drafted to HMS Renown.

Old "Charloteers" are being sought by Steve Wareing, son of AB William Wareing (HMS Dolphin, Forth, Wolfe 1943; Forth, Titania 1944). Write to 18 Bedford Rd, Weston-super-Mare, Avon BS23 4EJ or tel. 0934 632310.

Netherlands submarine O-22. Anyone who knew members of the RN liaison team — Leading Tel Joseph Carruthers, Signalman John Thomas Hancock and S/Lt Michael Rae Jackson — who were lost with the submarine in 1940, are asked to contact Gus Britton, researcher, RN Submarine Museum, HMS Dolphin, Gosport, Hants PO1 22AS (tel. 0705 589985).

HM submarine Sterlet. Miss Jill Haward, Wherstead, Coach Rd, Westhampton, Chichester, W. Sussex PO18 0NX, would like to hear from anyone who knew her brother, Lt Cdr Gerard Haward, commanding officer of the boat, who was lost with all his crew in 1940.

FCPO(OPS)(S) Robert John Nicholls. Researcher Mr B. Mattock, 1 Hardy Ct, Warmley, Bristol BS15 7BH (tel. 0272 498077) seeks information from ex-colleagues and friends of Fleet Chief Nicholls who served 1960s-1980s.

Rotherham Gate. Robert Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk, PE30 3DZ, is seeking a photograph of the gate erected and named after the destroyer which executed the surrender of the Japanese in Singapore Naval Base.

Exercise Tiger. Dr Eugene Eckstam, 2118 20th Avenue, Monroe, WI 53566, USA, is seeking eye-witness accounts of Exer-

Reunions

RN Medical Branch will hold a reunion at RNN Haslar on Sept 10. All ex-members are invited. Details from Harry Mitchell, 3 Florence Rd, Southsea PO5 2ND (tel. 0705 830158).

HMS Ceylon Assn will hold their next reunion in the WOs' and CPOs' Mess, HMS Nelson on April 29. Details from R. Pratt, 33 Swarraton Rd, Havant, Hants PO9 2HH, enclosing s.a.e.

HMS Brecon L76 (1942-45) will hold a reunion in Birmingham on Nov 4. Details from Doug Stevens, 29 Horsellers, Hemel Hempstead, Herts HP3 9UH (tel. 0442 251 839).

HMS Aurora (1937-47) will hold their second reunion in Portsmouth on March 15. Details from Harry Jones, 9 Glen Yseghin, Talybont, Gwynedd LL43 2BB (tel. 0341 247560), or Stan Fleet on 0403 252061.

HMS Gloucester (1989-93) will hold a reunion at the G.L.s' Club, HMS Excellent, on Nov 5. Details from CPO Kerwood, RNSLAM ext 7344.

HMS Ganges, May 1965, 76 Recruitment, Duncan 9 Mess (Seaman) will hold a 30th anniversary reunion next year. Details from Mr P. Bridge, 11 Wickfield Ash, Newlands Spring, Chelmsford, Essex CM1 4UT (tel. 0245 355134/443373).

LCA 524 Flotilla, Empire Arquebus, D-Day (presently LCA 60th on HMS Princess Astrid): Any members wishing to attend a reunion on Oct 19 in HMS Belfast contact Reg Hodgson, Lowridge, Knowl Hill Common, Reading RG10 9YD (tel. 0628 822512).

V and W Destroyer Flotilla, 50th anniversary of Liberation of Norway: Anyone wishing to visit Norway next year for the anniversary contact John Lawton, 3 Bridgeway East, Pentre Maelor, Wrexham, Clwyd LL13 9RB (tel. 0978 661422) for details.

HMS Ocean Assn will hold their next reunion at the Sandringham Hotel, Southsea on Oct 15. Details from D. J. Lord, 74 Montague Close, Walton-on-Thames, Surrey KT12 2NG (tel. 0932 241116).

RN Patrol Service Assn (Merseyside Branch) will hold a dinner-dance at the Cor-ton Hut Hotel for those members who do not attend the main reunion dinner at Gorse-lyon on Oct 8. Details from Ron Baishaw, 70 Prenton Dell Rd, Birkenhead, Mersey-side L43 3BY (tel. 051 608 5017).

30 Assault Unit RM Commandos will hold their annual reunion in Littlehampton on Sept 23-25. Details from Mr C. Smea (tel. 021 7773124).

Stonecutters Island, Hong Kong (1960-62): A reunion will take place in Bournemouth on Sept 10. Details from Gill Day on 0202 485214 or Phil Waite on 0947 810314.

432 Squad RM Deal, 1945: Plans are being made for the squad's 50th anniversary reunion which will be attended by over-seas members. Details from Ron (Taff) Harley on 0850 532706 or Ron (Curly) Spencer on 0929 550345.

Anti Submarine Warfare Instructors' Assn will hold their next reunion and dinner-dance at HMS Dryad on Oct 28. Details from PO(S) Oggiano or CPO(S) Drew, Lewin Building, HMS Dryad, Southwick, Hants PO17 6EJ (tel. 0705 210522, ext 4696).

HMS Redoubt 1942-46 annual reunion dinner Sept. 17 at Victory Services Club, London W2, 7.00 for 7.30. Details from Sam Morley, 113 The Ridgeway, Cuffley, Herts. EN6 4BG (tel. 0707 872720).

HMS Saintes, 3rd Destroyer Flotilla (1949-51, 1951-54): For details of the third reunion to be held next spring contact Andy Andrews, 65 West Way, Lancing, Sussex BN15 8LY (tel. 0903 767637).

HMS Rocket, 11th Destroyer Flotilla will hold their next reunion and dinner-dance at HMS Dryad on Oct 28. Details from PO(S) Oggiano or CPO(S) Drew, Lewin Building, HMS Dryad, Southwick, Hants PO17 6EJ (tel. 0705 210522, ext 4696).

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Over to You

HMS Unswerving (1941-43): Mrs Jean Druce, 17 Chewton Rd, Walthamstow, London E17 7DW (tel. 081 521 4185) would like to hear from anyone who served with her father LTO Charles Galvin.

HMS Queen Charlotte (1941-47): Antony Kerr, 8 Hall St, Southport PR9 0SF (tel. 0704 545101 eves.) would like a sketch or photograph of the ship.

HMS Redmill, April 1945, and 534 Squad RM: K D Woodman, Scarf Cottage, Scarfs-kerry, Thurso, Caithness KW14 8XN would like to hear from anyone who has information about the torpedoing of the ship and the crew of the U-boat involved, U-1105. He would also like to hear from ex-members of 534 Squad RM.

RN Division, Drake Battalion, First World War: H R Long, "Highview", Steyne Rd, Seaview, Isle of Wight PO34 5BH (tel. 0983 612821) would like notes, diaries, photographs etc relating to the Royal Naval Division, in particular with reference to Drake Battalion serving in Belgium, Antwerp, the Dardanelles and in France.

HMS Orion (1939-41): Anyone who served with James Frederick Dunn contact Mrs C Thomas on 0604 585537.

Malabar/Argyllshire: During the Dunkirk evacuation it was reported that Malabar rescued the crew of the torpedoed trawler Argyllshire. Anyone who can provide details of the rescue and who knows what type of ship the Malabar was, contact Graham Salt, 6 Flamingo Court, Fareham, Hants PO16 6PQ.

Rotherham Gate: Robert Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ would like a photograph of the gate erected and named after the destroyer which executed the surrender of the Japanese Fleet in Singapore naval base on Sept 6, 1945.

HMS Rodney: John Sanders, Front Flat, 21 Queens Hill, Newport, Gwent NP9 5HJ would like photographs or information about the ship — his grandfather served in her during the Second World War.

Exercise Tiger, April 28-29, 1994: Dr E E Eckstam, 2118 20th Avenue, Montrose, WI 53566 USA would like to hear from anyone who can provide eye-witness accounts.

Corvette La Malouine, Convoy HX72, Sept 1940: Ken Reed, The Laurels, Fleet Hargate, Spalding, Lincs PE12 6LH would like to hear from any ex-officers or crew members who served in the corvette during the Second World War or from personnel who served in any of the escorts participating in Convoy HX72 in Sept 1940.

HMS Glorious, 1940: Jack Walcott Harvey, Aircraft Fitter with the FAA, was lost at sea when the Glorious was sunk off Narvik on June 8, 1940. His niece Sally Herbert, Tel. 0273 686094, would like to hear from anyone who knew him.

HMS Newfoundland (1952-54): J G Williams, Rodrest, Lyngate, Worsted, North Walsham, Norfolk (tel. 0692 536293) would like to hear from anyone who has copies of photographs taken during that period which they are willing to spare.

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FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy half a century ago this month.

IT IS tempting to think that in September 1944 the maritime war was drawing to a close as the Allied armies began to make progress in Europe. In contrast to the worst of the U-boat war Allied merchant ship losses were almost negligible — six ships of 44,000 tons total. But the Navy was as busy as ever, from the Arctic to the Indian Ocean.

Principal events include:
1: HMS Hurst Castle sunk by U-482 off Tory Island, Donegal, HMC ships St John and Swansea sank U-247 off Land's End. HMS Malaya bombed batteries on Cezembre Island, off St Malo.

2: HM ships Keppel, Mermaid, Peacock and Whitehall, and Swordfish from HMS Vindex sank U-394 off Lofoten Islands. HMS Glen Avon, a paddle steamer and veteran of the First World War, foundered in a gale in Seine Bay.

9: HM ships Helmsdale and Porchester Castle sank U-743 in NW Approaches. HMC ships Hespeler and Dunver sank U-484 off Hebrides.

10: HM ships Erebus and Warspite bombarded Le Havre.

11: Midget submarine X24, towed across the N. Sea by HM submarine Sciptrite, laid two charges under floating dock in Bergen. Dock damaged beyond repair.

12: HM ships Furious and Trumpeter, escorted by HMS Devonshire and six destroyers of the 28th Destroyer Flotilla, launched aircraft to mine Aramund Channel. German escort vessel sunk. FAA Squadrons 815, 817, 822, 1834,

1835, 1839, 1844. HMS Furious' last operation before reducing to reserve.

17: Air strike on Sigli, Sumatra. HM ships indomitable, Victorious, Howe, Cumberland, Kenya, Racehorse, Raider, Rapid, Redoubt, Relentless, Rocket, Rotherham (all the R's except one — Roebuck, damaged in air raid while building) FAA Sqn 815, 817, 822, 1834, 1835, 1839, 1844.

19: HM ships Terpsichore and Troubridge and Polish ship Garland sank U-407 off Crete. Last enemy submarine sunk in the Mediterranean.

Lieut Goldworthy, DSC, GM, RANVR, a leg-endarily mine disposal expert, awarded GC.

21: Tenth Submarine Flotilla, the U-class submarines originally based in Malta but now in Maddalena, Sardinia, disbanded.

23: HM submarine Trenchant sank U-859 off Penang.

24: RAF Liberator sank U-855 off Bergen.

26: RAF Fortress sank U-871 in N. Atlantic.

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GUIDE TO EDUCATION

WHERE would you have the chance to talk to the heads of some 40 independent schools? Where could you pick up a leaflet on questions to ask when you visit schools and a free handbook listing schools in the South and West?

Where could you find

out about the Assisted Places Scheme which could enable children to take up a free place at secondary level in an independent school?

The answer is at one of the ISIS South and West Exhibitions — at Bristol on October 1, Plymouth on November 5 and Salisbury on November 12. Admission is free.

The exhibitions will be of interest to those who are sim-

ply curious about what the independent sector has to offer. They will help clear the minds of those who know they want independent schools for their children, but don't know where to start looking.

They will help those with children in junior or prep schools to decide where to send their children for the secondary stage. And they will particularly help those who may not want to make a formal visit to a school, but who want information about what is available.

All the major, local day schools will be represented, but there will also be a large number of boarding schools. A chat may help to reveal

many of the advantages of boarding and, perhaps, allay some fears.

The exhibitions will certainly help those who want to discuss academic standards and examination results.

Outstanding

Schools with a selective intake are able to achieve excellent results with their bright pupils, but there are also admirable schools achieving outstanding results with pupils of more modest academic ability. Small classes, a disciplined environment and committed staff all contribute to pupils giving their best.

It is easy for parents to think that the school with the

highest number of A grades is the best for their children, but the independent sector offers a wide choice, and parents can only exercise that choice if they look at a variety of schools and make comparisons for themselves.

There is no substitute for a visit to a school while it is actually working, but a visit to one of the ISIS regional exhibitions will be a useful preliminary, which can save much time in drawing up a short list of schools to visit.

All the major local schools will be represented and there will be stands for a number of boarding schools both senior and preparatory.

● Details can be obtained from the regional director, ISIS South and West, Skippers, Shipton Lane, Burton Bradstock, Dorset DT6 4NQ. Telephone: 0308 898045.

WEST COUNTRY



EDGEHILL COLLEGE

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Boarding, Weekly Boarding & Day

Co-educational 3-18

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FOR FURTHER DETAILS

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ST. JOHN'S SCHOOL, BROADWAY, SIDMOUTH, DEVONSHIRE. EX10 8RG TEL: (0395) 513984



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Warminster School is a registered charity providing education for boys and girls

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Independent Co-ed Day/Boarding School

Preparatory: 8-11 Senior: 11-18

".. where pupils achieve"

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St Petroc's School Ocean View Road Bude

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Headmaster:

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Give your child the opportunity of learning in really small classes with plenty of individual attention

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The Headmaster will be happy to send you a prospectus or arrange a visit

A registered charity founded to provide education



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- An excellent standard of education provided by a fully qualified staff
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Tel. (0626) 774138

Trinity School is a charitable institution for the education of children

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We offer:

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The Headmaster's Secretary, Truro High School for Girls,

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(REG CHARITY 307343 EXISTS TO EDUCATE CHILDREN)



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A Registered Charity which exists to educate children

CO-EDUCATIONAL
11-18 DAY &
BOARDING

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- ★ SMALL CLASSES
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- ★ EXCELLENT ENTRY TO HIGHER EDUCATION
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- ★ GREAT TEAM SPIRIT



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Co-Educational Boarding & Day School

300 Pupils Senior School 13-18
Separate Junior School 7-13

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- ★ Excellent teaching facilities with wide range of subjects offered
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- ★ Sailing, golf course, Duke of Edinburgh Award Scheme
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SEE ALSO PAGE 36

Parents! CHOOSING A SCHOOL?

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Watershed Centre,
City Centre Docks

BRISTOL

Sat. 1 Oct '94, 10-5pm

Novotel Hotel,
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PLYMOUTH

Sat. 5 Nov '94, 10-5pm

City Hall
SALISBURY
Sat. 12 Nov '94, 10-5pm

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RAC signposted



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Co-educational boarding and day school

Head office and senior school: Catsfield Place, Battle

GCSE and A' Levels 13-18 years

Junior school: Broomham, Guestling, Hastings. 5-13 years

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● Computer workshop, ● Swimming pools, ● Tennis courts, ● Games

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Special terms for Service children additional to Service grants.

Established since 1954 Apply: The School Secretary



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SEAFORD, EAST SUSSEX

The Preparatory

(7-13+)

IAPS



The Manor

(13-18)

ISAI

CO-EDUCATION

BOARDING, WEEKLY BOARDING AND DAY

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★ A style of discipline that is firm but friendly

★ A wide and challenging curriculum

★ Our very good academic and sporting records

★ Our wealth of extra-curricular activities in sport, dance, drama, art, computing, scouting, chess club and many others

★ Our Support Learning Unit which has a distinguished record of success in assisting dyslexic boys and girls and those for whom English is their second language

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★ Our NEW TRAVEL and ESCORT arrangements (1994) which include ROMSEY, Aldershot, Southampton/Earlsfield Airport, Mini buses to Kent and escorts to Stansted, Gatwick and Heathrow Airports and London Victoria Station.

Further information from:

PREPARATORY: Tel (0323) 892334

HEADMASTER: Roger C. Clark BA MA ED

THE MANOR: Tel (0323) 890309

HEADMASTER: Brian F. Underwood MA Dip Ed (Oxon)

FAX: (0323) 891599

The Newlands Schools exist to provide education for boys and girls. Registered Charity No. 297606.

GUIDE TO EDUCATION

CONTINUED FROM PAGE 35

SUFFOLK

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Prospectus and further information from the Registrar



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Fax: (0473) 328825

Headmaster: Michael Kirk, M.A.

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- ★ Entry possible at any age
- ★ All staff fully qualified, mainly graduates
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- ★ Traditional values and disciplinary standards
- ★ Good family atmosphere
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- ★ Extensive grounds and playing fields
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Apply for prospectus:

The Admissions Officer, The Hall, Gt. Finborough, Stowmarket, Suffolk, IP14 3EF (0449) 674479

LONDON



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Founded 1855

BOARDING AND DAY SCHOOL FOR GIRLS

7-18 YEARS

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Tel: 071-794 7708

Reg charity founded originally to provide for the education of the daughters of servicemen

MIDLANDS

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DAY, WEEKLY AND FULL BOARDING FOR BOYS AND GIRLS 2½-18 YEARS

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SCHOOL FEES EQUIVALENT TO THE BOARDING SCHOOL ALLOWANCE

"Achievement through caring"

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Headmaster's Secretary (NN)
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West Midlands WV3 0EG

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TELEPHONE (0902) 341230

FAX

(0902) 344496

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- ★ Individual tuition within small classes
- ★ Happy caring environment
- ★ Many sporting and recreational activities

Prospectus from:

The Principal
PARK LODGE SCHOOL
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Telephone 0436 73008

WELLINGTON SCHOOL, AYR

GBGSA GSA

Independent Boarding/Day for Girls

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Further details can be obtained from:
The Headmistress, Wellington School,
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The school exists for the education of girls and has charitable status

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HEARTBREAK FOR NAVY CRICKETERS

HAVING won the toss, the Navy batted first in their Inter-Services match against the RAF at Aldershot, writes Lt Cdr Jim Danks.

MEA APP Peter Andrew, earning his first cap, added 77 with Major Charles Hobson before he was caught for 35. The Navy were 108 for 1 from 28 overs at lunch. Hobson made 53.

After Hollington was run out, when Beeston deflected a hard drive on to the stumps, Lt Alistair Falconer attacked the bowling. He added 69 with Piers Moore in 46 minutes as the Navy put on 60 in the final eight overs. Falconer's undefeated 76 included a six and eight fours and came off 91 balls. Moore made 29 from 29 balls.

From their 55 overs the Navy totalled 243 for 5.

Fast bowler

LMEA David Garbutt, the Navy's left arm fast bowler, conceded just 10 runs from his five overs. Moore and Mann pegged the RAF batsmen, and half the side were out for 139. They needed 87 from the last 11 overs and the Navy team unwisely relaxed.

Beeston's 34 included a five, made when the batsman collided with Adams, the wicket keeper, and the ball ran to the boundary. Runs came quickly in the face of some inaccurate

bowling. The last over began with the RAF needing four to win.

A single from the first, a leg bye from the second, a run-out from the fourth and a leg bye from the fifth brought the scores level.

Scrambled

From the last ball Singleton and Aunger scrambled a single to give the RAF victory by two wickets. The match finished at 20.20. Navy fielding had been excellent until the last few overs, with two stunning catches by Paul Barsby. Falconer was made Man of the Match.

RN 243 for 5 (Falconer 76*, Hobson 53) RAF 244 for 8 (J. Riddell 64, Moore 3 for 54). RAF won by 2 wickets.

The Navy's match against the Army was also to be very close. Again they batted first. They slumped to 3 for 39 before Andrew and Hollington rebuilt the innings in an excellent stand of 124. Hollington made 62 before holing out to Palmer Moore, with another rapid innings — 24 from just 14 balls — added 48 in 27 minutes as the Navy began to accelerate the scoring. Andrew completed a magnificent century in two hours 20 minutes before being stumped for 113. At the end of their 55 overs the Navy had made 241 for 8.

AB Steve Miles in his first Inter-Services took a wicket in his first over, when he had Cot-

terill caught by Hollington for 10. Inaccurate bowling allowed the Army to reach 92 for 3 after 25 overs, but Mann (1 for 36 in 11 overs) and Barsby (0 for 23 in six overs) later pegged the soldiers back.

The Army required 73 from the last 10 overs and the Navy bowlers appeared not to have heeded the lessons of the day before, although Hollington brilliantly caught Greaterex.

Moore bowled the final over, in which the Army required five runs for victory. Matthews was run out, two singles were run and Carr Smith was bowled. With a ball remaining, the Army needed one to tie and two to win. The Navy required the wicket to win.

Misjudged

Richmond skied Moore's last ball and with wicket keeper Adams underneath it the Navy looked to have won. But in wind he misjudged the descent and dropped the catch. The Army ran two to win and for the second day running the Navy lost a match off the last ball.

RN 241 for 8 (Andrew 113, Hollington 62) Army 242 for 9 (Redfern 73, Moore 4-37). Army won by 1 wicket.

Peter Andrew was named Man of the Match.

The RAF v Army game, reduced to 50 overs after rain, saw the RAF make 238 and bowl the Army out for 138 to

win by 100 runs and retain the title.

The competition was sponsored by Famous Grouse, and Mr Matthew Gloag presented the trophy to RAF captain Andy Spiller.

The Navy hosted the Uganda Cricket Association on their first tour of England. The match ended with Uganda winning by two wickets with a leg bye off the penultimate ball of their innings.

In their 50 overs the Navy totalled 225 for nine. The Uganda innings was built around 21-year-old Jadhav Himanshu's excellent 139 not out.

The Ugandans were undefeated on their tour and the RN came as close as any to beating them.

RN 225 for 9 (Moore 57, Andrew 41) Uganda CA 226 for 8 (Himanshu 139*).

Other results for the Royal Navy were as follows: RN 236 for 6 (P. Snelling 66, P. Moore 48, S. Needham 31) Suffolk 217 (Moore 3-17); RN won by 19 runs. RN 225 for 8 (G. Braithwaite 69*) Essex II 227 for 5 (T. Ballard 54*); Essex II won by 5 wickets. RN 104 Club Cricket Conference 105 for 3; CCC won by 7 wickets. RN 172 for 7 (P. Andrew 54, A. Falconer 38*) Devon 174 for 4; Devon won by 6 wickets. Devon and Cornwall Constabulary 177 for 9 (S. Hunt 94*) RN 176 (J. Mann 42) D&CC won by 1 run.



Mr Andrew Gordon (right), general manager of Plymouth Dry Ski Slope, hands over the new trophy to Lt Cdr Bob James, organiser of the RN dry slope championships.

Born to ski? Sign up now

NEWCOMERS as well as experienced racers will be in line for trophies at the RN Dry Ski Slope Championships in Plymouth on September 21, and organisers were delighted when John Nike Leisure provided a new trophy for 1994 — for the Best Under 21 Racer.

Attracting novices is as much an aim of the championships as allowing Command and RN team selectors a chance to judge the cream of Navy skiers. Veterans won't be ignored either; there's an extra medal for the best skier over 40.

The competition includes individual slaloms and

events for minor ships and for major ships and establishments. For those not ready to race there will be teaching sessions with qualified instructors.

Entry forms are available from PT offices, SROs and from Lt Cdr Bob James, RNEC Manadon ext 81347.

RM VOLLEYBALL UPSET

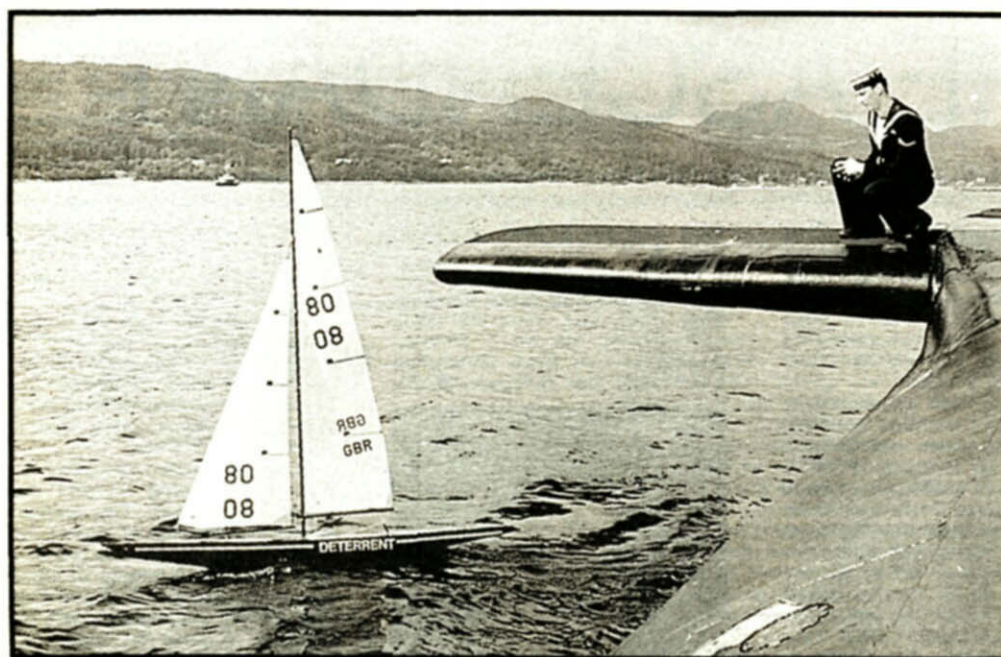
BETTER balance in the ability of the teams taking part meant a closer competition this year for the Inter-Command Volleyball Championship, which was held at HMS Raleigh.

Naval Air Command duly made it to the final, but lost 2-3 to the Royal Marines; the first time NAC have lost the final in nine years.

● It's a smashing game — volleyball: Players, referees and coaches, well-established or new to the game, would be made welcome by the Royal Navy Volleyball Association.

Anyone interested in taking part in this rapidly growing sport should

contact Lt Les Crawford (Portsmouth Dockyard ext 24536), CPO Andy Stephens (Collingwood ext 531), Lt Dave Hall (Collingwood ext 259), LPT George Ralston (Neptune ext 6206), LWPT Karen Fincher (Drake ext 5247), Lt Phil Mandley (Daedalus ext 4221) or CPOPT Gibson (Pitsea ext 4396).



A Taylor-made hobby

AB John Taylor, serving in the port crew of HMS Renown, has received sponsorship from his ship's welfare fund to race model yachts on the international circuit.

Having first become interested in the sport in 1982, John was racing on the national circuit by the time he was 16, three years later. Since 1991 he has been the Northern District champion.

Two years ago John represented Great Britain

in the European Championships and finished 13th of 64. His duties in Renown have forced him to curtail his hobby somewhat, but he will be entering the A Class National Championships this year.

As well as hoping to improve on his previous racing results, he will be promoting his company, Taylor Made Boats. And it's a Taylor-made boat he will be sailing at the event, of course.

Picture: LA(PHOT) Spike Hughes

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HOOKED

HAVING hooked the Best Fish trophy and finished runner-up in the Tag-and-Release at the Omega Asian Game Fishing Tournament in Hong Kong, Navy angler Lt Steve Clements has been selected to represent the colony at an important international event in Japan.

Steve, who is serving at HMS Tamar, was chosen for the 16th Japanese International Game Fishing Association Tournament at Shimoda after reeling in a 6.2kg mahi mahi, a new Hong Kong record.

QPR PLAY AT DRAKE

QPR's Marvin Bryan scores the first of his two goals in the match between the Premiership club's Reserves Squad and Plymouth Command FC. Defender Lt Mark Anglim put in a brave tackle.

Young, quick and skilful, QPR Reserves soon had the upper hand against the Plymouth side, playing for the first time since last season. But it was an entertaining game for the 300-plus Service personnel who turned out at HMS Drake in poor weather to watch. The final score was QPR 5 RN 0.

Picture: PO(Phot) Kevin Preece



Sport

Further Gray days!

A CHANGE to the Navy tennis fixture list this year saw a team entered in the Hampshire League. This gave the B-team players a taste of competitive tennis, writes Lt Cdr Steve Fuller.

The usual fixtures against the London clubs continued for the A-team and women players.

USSG Portsmouth was the venue for the Inter-Command Championships and after some very close matches Portsmouth ran out worthy winners. The RN Tennis Championships took place on the same courts a month later.

Winner of the men's singles and Earle Beatty Challenge Cup was Lt Rob Reynolds. Lt Cdr Simon Brand was runner-up. Reynolds and S/Lt Phil Haddon teamed up to win the men's doubles, beating Brand and Lt Rod Skidmore in the final.

Lt Carol Gray again won the ladies singles and the Teignmouth Cup, beating her successor as RN(W) Sports Officer, Lt Nicky Spurgeon. Together, though, they won the ladies' doubles for the second year, running against Cdr Jenny MacColl and Lt Cdr Caroline Crumplin.

The veterans' singles winner was Capt Stuart Barnes, with fellow Royal Marines officer Capt Brian Gibb as runner-up. The veterans' doubles event was won by Lt Cdr Nick Alves and John Rimmon. Gibb and



Winners and runners-up of the RN Tennis Championships with Navy tennis chairman, Capt W.M. Caswell.

Cdr Alan Spruce were runners-up.

The mixed doubles winners were Lt Carol Gray and LPT Dolly Gray, with Crumplin and Mne Nigel Owen as runners-up.

Fortitude and endeavour were not enough to bring the Navy success in the Inter-Services Championships,

although the RN(W) came close.

The Army took the women's title, while the RAF took the men's and also the men's and women's veterans' crowns.

It was a sad occasion for RN tennis — Carol Gray's last Inter-Services before leaving the Navy early next year. She has excelled in the sport at all

Service levels, which was recognised in her selection as Combined Services Sportswoman of the Year in 1993.

□ □ □

Five women currently playing tennis for the Navy hosted past stars of the WRNS tennis team at Burnaby Road,

Portsmouth. Among them were three former RN(W) Sports Officers, while among the hosts was the present incumbent, Nicky Spurgeon.

Aided by good weather, Pimms and strawberries, the ladies played out a tournament, which was eventually won by the current team captain, Carol Gray.

ARDUOUS PROJECT FOR RM DENTIST



Surgeon Lt(D) Pearson

SURGEON Lt(D) Benjamin Pearson is raising £18,750 for the privilege of taking part in a 10-month yacht race going the "wrong way" round the globe.

The Royal Marines dental surgeon from Plymouth is to crew in the 1996-97 BT Global Challenge, in which 15 identical 67ft yachts will race against prevailing winds, and each other, on a 30,000 mile circumnavigation starting and ending in Southampton.

Crews are not due to be allocated to yachts until 1996, and although the race does not begin until the September of that year, Ben is already in training.

CHRIS TOSE IN THE ASCENDANT



Doubles winners POWEA Taff Reha and LMEM Ivan Hazell receive their trophies from Capt. Graham Robinson, Director of Naval Physical Training and Sport.

PORTSMOUTH A finally clinched the 1994 Inter-Command Table Tennis Championship title, closely followed by Plymouth and Fleet. RN(Women) took fourth place, with Portsmouth B just behind.

The concurrent Royal Navy Championships produced a high standard of individual play. In the men's singles event, in his first RN representational match, WEA App Chris Tose defeated the 1990 winner, POWEM(R) Steve Reilly, 21-18, 21-10.

Reilly and Tose combined to form the No 1 doubles seeding, but after a close match were beaten by No 2 seeds POWEA Taff Reha and LMEM Ivan Hazell in three games. Tose and Reilly both regained their winning form, though — Tose in the junior singles (defeating WEM Stuart Knott) and Reilly in the mixed doubles (in which he and LNN Helen Caldwell beat LWEM Pete Staley and Wren Sue Collis in straight games).

Last year's veterans' runner-up, CWEM(R) Don Shaw, improved his position; he took the title and Lt Tim Graystone was runner-up.

Ten players were selected to represent the Navy at the Inter-Service Championships, hosted by the Army at Bordon. Several key RN players were absent, but those attending put up a good standard of play and no shortage of determination.

The RAF's A and B teams took first and second place, with RN A

third and RN B fifth, ahead of Army B.

Hazell and Tose played outstandingly well to reach the doubles final, but were narrowly defeated by the No 1 doubles pairing of Cpl Mark Donaghue and Flt Sgt Ken Phillipson (RAF).



WEA APP Chris Tose

Tose's consistency and hard work also earned him a place in the men's singles final. This event is usually dominated by the RAF, but this year's match pitted Tose against the Army's Chris Freely. Freely eventually dominated the game.

S/Lt Steve Hawley and Lt Tim

Curass, of the Navy, reached the quarter finals of the singles, and combined to reach the same stage in the doubles.

The women's event was closer, but resulted in a memorable victory for the RN(W) team — POWs Jan Turley, Adelle MacMillan and Wally Dommershuizen and Wren Helen Bainbridge, plus reserve POW Jackie Walker.

Dommershuizen spearheaded the advance with several outstanding games. The experienced partnership of Turley and MacMillan competed in the doubles final, the outcome of which was to decide the championship. The RN(W) outclassed their opponents, to close the team placings at: 1st, RN(W) 12 matches; 2nd, RAF(W) 11 matches; and 3rd, Army (W) 4 matches.

Turley and MacMillan's consistency saw them retain their Combined Services ladies' doubles title, defeating the Army 21-14, 23-21. Sadly, Jan was beaten in the singles final, 21-19, 21-16.

For 16 years Jan Turley has played table tennis for the Navy, mainly as ladies' No 1. She is soon to leave the Service and all her colleagues in the sport wish her the best. Her skill and determination will be sadly missed.

GOLFERS GO SO CLOSE

IN THE closest-fought match of the season so far, Navy golfers lost narrowly to a strong Civil Service team at Little Aston Golf Club, writes Cdr Gary Skinns.

This annual event for the WA Challenge Cup, presented last year by Navy golf sponsors WA Consultants, was played on one of the hottest days of the year and provided the selectors with some encouraging signs in the run up to the Inter-Service Championships (Sept 19-22 at Western Gailes GC).

The morning foursomes saw the Navy only one point adrift, with wins from the pairings of Lt Cdr Darryl Whitehead (Culdrose)/CPO Taff James (Portland) and Sgt Bill Parker/LWTR Ian Ashenden (Culdrose).

Narrowest

CPO Eddie Comerford (Cochrane) and Lt Cdr Ian Yuill (MOD) had a very close game, losing by the narrowest of margins on the 18th green. One of their opponents was Bill Stiles, who until only last year was a Navy player himself.

The course was in superb condition, playing short, and

at one stage during the afternoon singles it looked as if a halved match was on the cards.

However, the opponents' strength and experience came through in the end for them to win by two points. Mr John Richardson, MD of WA Consultants, presented the cup to the Civil Service team, but with a promise from the Navy that it was only on loan.

Knowledge

Navy wins in the afternoon came from Yuill, Ashenden and CPO Martin Hunt (Culdrose). CPO Jim Thomson (Cochrane), Parker and James gained halved games.

Another glorious day, this time at Saltash, saw the Navy Cup contested over the demanding China Fleet Country Club course. Local knowledge was obviously the key to the day, with all four of the winning CFM Devonport team being members of the club.

But the competition was one of the closest in years, with five teams in the frame at the halfway stage. CFM eventually won by eight points, but it took a count-back between three teams to decide the minor

placings.

HMS Nelson were declared runners-up and HQ Royal Marines third. The unlucky ones in the countback were Cdo Logistics Regt. Ian Daniel (another member!) took the individual prize with a splendid score of 84 points, made with a superb morning round of 46 points.

A RECORD number of entries from divers, together with guests and celebrities, resulted in a titanic battle for the trophies on offer in the 1994 RN Clearance Divers Golf Championship.

The event was staged at Southwick Park and after the morning round Commodore Richard Moore was the clear leader by four shots. But as the afternoon wore on PO(D) "AJ" Wheeler found form and steadily chipped away Moore's lead.

The match hinged on a putt of 8ft on the last hole, which "AJ" sank, to take the title for the second year running.

All were delighted that Lt Cdr The Duke of York found time in his schedule to take part in the event and also to present the main trophies during the evening.

The tournament raised £500 for the Kids Appeal charity and the organisers particularly wish to thank

actor Tony Scannel (aka Ted Roach in *The Bill*) for taking part.

PO(D) Tim Sizer won the handicap section, which was sponsored by Fullerton Sherwood Engineering Ltd. Other successes were LS(D) Jess Owen, 1st Division stableford winner of the Ebingham Trophy, PO(D) Pete Younger, 2nd Division stableford winner, and Lt Cdr Dave Bartlett RN (retd), veterans champion.

Organisers wish to thank the following for their sponsorship: Drager, Solent Divers, Fellows International Ltd, Haskell Energy Systems Ltd, MARA Engineering Ltd, DIVEX and Ebinger (UK) Ltd.

SINCE 1991 HMS Collingwood has hosted an annual golf tournament at Southwick Park GC, with Doves Ford of Fareham as the major sponsors and 15 teams of four taking part.

The winning team was Southwick Park GC, the runners-up Collingwood 4 and third Collingwood 1. The individual overall winner over the 36 holes was Cdr Alan Burgess (Collingwood) and the runner-up Cdr John Ling (Sultan).

The event attracts much commercial support, with sponsorship also coming from Tilbury Douglas Construction Ltd, Godwins Financial Services (Portsmouth), Astra Seal Replacement Windows (Gosport), Courage Breweries Ltd and Thorburn Colquhoun Consulting Engineers.



PO(D) "AJ" Wheeler, champion clearance diver golfer, shows off the trophy presented to him by Lt Cdr The Duke of York. He has won the title for the second year running.

Corporate strategy



Raleighing together — back (l-r) Lt Charlie Jewitt, S/Lt Ian Cross, Mr Gary Armon and S/Lt Joe Nickolson. In front are S/Lt John Pheasant and Lts Dave Noyes and Tom Higgs.

Second win in triathlon

FOR THE second year in succession the Royal Yacht has won the ships' event at the John Munnings Memorial Novice Triathlon.

This year's competition took place at HMS Dryad and the HMY Britannia squad, pictured left, was the largest from any ship or establishment.

The Yachtsmen fitted in their training around their

work, cycling and running during lunch breaks and getting up early to swim.

First three home for Britannia were POPT Gary Aldridge, LSTD Russell Pitt and Musician Eddie Bean.

RACER CHASER

SKIPPERED by Lt Cdr Malcolm Roberts, HMSTC Chaser was third to reach Cork on the first leg of the 2,000 mile Teesside British Isles and Ireland Yacht Race '94. The Royal Naval Sailing Association entry is one of 15 craft in the competition. A Nicholson 55, Chaser's home port is the Joint Services Sail Training Centre, Gosport.



NOT the most talented of sides — though filled with enthusiasm and team spirit — the HMS Raleigh Officers Training School squad nonetheless began dreaming of qualifying for the second round when they won their first match in the UK and Ireland Corporate Games.

But the win against Hewlett Packard was followed by a 2-0 defeat by ICG. Delusions of reaching the knock-out began fading fast...

The side's match against group leaders Gearbulk Ltd was delayed due to the referee being involved in a car accident. Any suggestion that she was still mildly concussed when she later awarded a penalty against the Raleigh team is unfounded. Tom Higgs in goal guessed wrong and the team went out 1-0.

No chance then of going further in the competition, but the team produced their best performance in their final game, beating Ernest Young 5-1 (John Pheasant 3; Dave Noyes 2) and finishing second in their group.

It was an excellent weekend of six-a-side soccer and the Raleigh junior supply officers raised £130 for the Imperial Cancer Fund.

Oggie! Oggie! Oggie!

DEVONPORT Field Gun Team have triumphed for the second year running at the Royal Tournament by winning three out of four of the trophies.

Beating the Fleet Air Arm and Portsmouth into second and third places respectively, their Earls Court performances won them the Inter-Command Challenge Cup for total points, the Sunday Express Trophy for the least number of penalties, and the Aggregate Cup for the best accumulated time for the whole period of the tournament.

Fastest time

Portsmouth denied their Plymouth rivals a clean sweep by winning the trophy for the fastest time, with Devonport and the FAA close behind in second and third place respectively.

Final results from the total of 14 gun runs made by each team:

Inter-Command Challenge Cup — 1, Devonport (26pts); 2, FAA (20pts); 3, Portsmouth (16pts).

Sunday Express Trophy — 1, Devonport (14 penalty points); 2, FAA (16); Portsmouth (64).

Aggregate Cup — 1, Devonport (39 minutes 20.34 seconds); 2, FAA (40:15.41); 3, Portsmouth (43:33.85).

Fastest time — 1, Portsmouth (2 minutes 43.22 seconds); 2, Devonport (2:44.12); 3, FAA (2:44.23).

Water music

MANCHESTER Ship Canal Centenary will be celebrated with a Royal Marines Band Concert in aid of King George's Fund for Sailors at Manchester Free Trade Hall on October 7 at 7.30pm.

For tickets at £6-12 with discounts for senior citizens tel 061 834 1712.



That shrinking feeling . . .

It's been a long, hot summer — and these two couldn't be bothered to take their clothes off before taking a shower.

● Left: Capt John Covell gamely took his turn in the 'Soak a Sailor' feature at this year's HMS Sultan Summer Show — helping to raise an estimated £20,000 for charity.

● Right: a member of E Coy, RM Logistics Regiment tries to cool off during exercises in Trinidad.



Malta welcomes the Task Group

OVER 30,000 visitors came on board HMS Ark Royal and HMS Brave when they visited Malta last month for a ten-day maintenance period.

Yachtsman rescued

HMS Bulldog rescued a lone French yachtsman whose yacht capsized off Lands End as he was sailing to visit relatives in Ireland.

The 60-year-old man was exhausted after drifting for four days. The yacht had righted itself but its rigging, engine and navigation equipment were all damaged.

One of the Devonport survey ship's crew spotted a red distress flare.

Reso reunion

HMS Resolution's rescheduled Decommissioning Ceremony and Ball will be held at the Clyde Submarine base and the Forte Posthouse Hotel, Erislandine on October 22. Tel 04367 4321 ext 7598 for details.

The ships were taking a break from their work in the Adriatic, in support of the United Nations' humanitarian operations in the former republic of Yugoslavia.

One of the Ark's proudest battle honours was earned in support of the Malta Convoys during World War II — it was while returning from one of these operations that the third ship to bear the name was sunk.

The present ship's Commanding Officer, Capt Terry Loughran, said: "It is indeed fitting that the last major foreign visit of this Commission should be to the Mediterranean island with which we have the strongest links."

"The fact that 200 of our Ship's Company's families have chosen to join their husbands and wives for leave here is in itself a measure of the enduring affection that the people of Britain — and in particular the Royal Navy — have for Malta and her people."

HMS Brave, deployed away from the UK since the end of May and expected to return to Devonport in November, also has strong links with the George Cross island.

Her World War II predecessor was an Algerine Class minesweeper which operated out of Malta from 1943-46. Last month the present Type 22 frigate took part in the 50th anniversary of the liberation of the South of France — Operation Dragoon, in which the last HMS Brave had a role.

Having now completed two seven-month tours in the Adriatic, HMS Ark Royal was due to return to Portsmouth at the beginning of this month, when she will enter a period of "extended readiness" before refitting.

Next year she will be replaced on operational duties by her sister ship HMS Illustrious — whose own World War II forebear was severely damaged and suffered heavy casualties in the air attacks on Malta in January 1941.

● See also pages 1 and 19.

Remembering the 'Forgotten Fleet'

AS PART of the Royal Naval Museum's 50th anniversary commemoration, a special exhibition on the East Indies and Pacific campaigns will be mounted.

Veterans are invited to loan or donate personal memorabilia — items of uniform, medals, papers and photographs. A special oral history project is also being organised to collect reminiscences.

Offers of material or assistance with the oral history project should be made to Mr Terry Thorne, Veterans Committee Chairman, 20 Heath Lawns, Catisfield, Fareham, Hants, PO15 5QB. Veterans are asked not to send material at this stage.

The exhibition opens next May and will run until the end of the year.

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THE NAVY IN THE
ADRIATIC



● The Adriatic Task Group — HMS Brave passes in front of RFA Orangeleaf, HMS Ark Royal and RFA Fort Austin. Picture: LA(Phot) Steve Saywell

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